MICROFILM

START OF ROLL

ROLL NO.

163

construction contracts

.7861 Central Business Dist.
. Corvallis Pac. Hwy. W.
. (Traffic Signals)

C+A 3961 6-15-70

C+A 4561 9-20-72

OREGON STATE HIGHWAY DIVISION

Form A-101—(7-68)
SP*82423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Corvallis
City Hall
Corvallis, Oregon 97330
Attention of Mr. C. Dean Smith, Manager

Request No. (assigned by staff engineer or head of division) CC 1497
Date June 24, 1975
Payer's Order No. (if any)
Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: TOPICS Project T-5007(2)
C.B.D. Traffic Signal System
City of Corvallis

Covered by agreement dated 9/18/72
Contract No. 7861

Itemized Statement: CLR-DT File #500702 Advance Deposit $55,000.00

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit	$55,000.00	
		Amount Previously Transferred	37,000.00	
				$18,000.00
		City's share per attached sheet	$47,523.00	
		Amount Previously Transferred	37,000.00	
				10,523.00
		REFUND DUE CITY		$ 7,477.00
		(ATTACH ITEMIZED STATEMENT TO INVOICE)		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $55,000.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $37,000.00

Give the number of the last previous request in connection with this same service. CC 1370

Credit distribution:

2-0602-299

Submitted by:

Gary E. Zehner

Gary E. Zehner, Urban Program Engineer

Approved:

Division Engineer

Approved: JUN 25 1975

Department Head or Staff Engineer

RECEIVED
COUNTY & CITY SECTION
☐ ENGR. ☐ C.JR. ☐ DE ☐ AE ☐ DE
☐ UPE ☐ CE ☐ RE ☐ RE

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** June 24, 1975

CITY Corvallis **Contract No.** 7861 **Date Completed** 10/5/73

PROJECT # T-5007(2) **Section** C.B.D. Traffic Signal System

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Payments to Contractor	$179,756.50
SFO #00 Constructing Walks & Footpaths	261.49
SFO #1 Remove Existing Signs	1,934.34
SFO #2 Install Signing	1,005.35
Construction Engineering	17,046.44
Equal Opportunity Program Expense	29.64
Preliminary Engineering	6,706.85
TOTAL PROJECT COST	$206,740.61
Federal Aid Funds Collected	111,694.61
Amount to be shared by state & city	$ 95,046.00
City share per agreement dated 9/18/72:	
50% of $95,046.00	$ 47,523.00
City's advance deposit 2/21/73	55,000.00
BALANCE TO BE REFUNDED TO CITY	$ 7,477.00

Reference: Billing Form CC 1497

(MEMORANDUM)

Final Voucher

...VED BY
...ER GENERAL,
...1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DO.O. VOUCHER NO.

VOUCHER NO.

...OUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

...TION

SCHEDULE NO.

THE UNITED STATES, DR., TO (Insert official or depositary named in project agreement)

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: I-5007(2) CORVALLIS

VOUCHER PERIOD: FROM 8-15-72 TO 10-2-74

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
$206,740.61	$204,793.94	54.54%	$111,694.61	$111,694.61	$0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

V. E. Skoog
Controller

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Central Business District (Corvallis) Section					
	Benton County					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering		All Required		$ 6,706.85	
	Total Preliminary Engineering Cost				$ 6,706.85	
	Construction					
	Type Code T031					
	Traffic Signals (City Streets, Corvallis)(Contr. 7851)					
	Final Contract Payment Summary		Lump Sum		$179,756.50	
SFD #1	Remove Existing Signs		All Required		1,911.49	
SFD #2	Install Signing		All Required		1,005.35	
	Total Construction Cost				$182,673.34	
	Construction Engineering					
	State		All Required		$ 15,384.11	
	Miscellaneous Project Costs					
	Equal Opportunity Program Expense		All Required		$ 29.64	
	Total Participating Cost				$204,793.94	
	Nonparticipating Items					
SFD #00	Construction Walks & Footpaths		All Required		$ 261.49	
SFD #1	Remove Existing Signs		All Required		22.85	
	Construction Engineering		All Required		1,662.33	
	Total Nonparticipating Cost				$ 1,946.67	
	Total Cost				$206,740.61	

AMOUNT CARRIED FORWARD.....

GPO 914-021

RVALLIS TRAFFIC SIGNALS CONT NO 7861 * FA PROJ NOS T 507002 100

002	0602	201	00	P	1	179,756.50
002	0602	204	00	N	1	563.41
002	0602	204	00	N	9	563.41CR
002	0602	236	00	P	1	261.49CR
002	0602	236	00	N	1	261.49
002	0602	276	01	P	1	1,911.49
002	0602	276	01	N	1	22.85
002	0602	276	02	P	1	1,005.35
002	0602	296	00	N	9	.61CR 148,694.61CR
002	0602	298	00	N	9	.61 111,694.61
002	0602	299	00	N	9	37,000.00
002	0602	900	00	P	1	5.72CR 15,384.11
002	0602	900	00	N	1	5.72 1,662.33
002	0602	905	00	P	1	219.42
002	0602	911	00	P	0	959.44
002	0602	911	00	P	1	8.37CR 5,174.17
002	0602	911	00	N	1	8.09 .28CR
002	0602	921	00	P	1	23.67CR 326.84
002	0602	921	00	N	1	23.67
002	0602	922	00	P	1	26.98
002	0602	985	00	P	1	.28 29.64
002	0602	985	00	N	1	.28
		TOT	00			959.44
		TOT	P1			298.97CR 203,834.50
		TOT	N1			862.38 1,946.67
		TOT	N9			563.41CR
		** JOB TOTALS **				** ** 206,740.61 *

YANT RD-STATE ST /OSWEGO/ CONT NO 7507 * FA PROJ NOS T 525003 100

003	0601	201	00	P	0	36,534.41
003	0601	201	00	P	1	35,768.08
003	0601	201	00	N	1	30.53
003	0601	203	00	P	1	2,550.00CP
003	0601	204	00	N	9	3,537.90
003	0601	204	00		0	3,532.90CR

(MEMORANDUM)

Final Voucher

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

. VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-4)

VOUCHER NO.

APPROPRIATION

10-2-74

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Bldg.
Salem, OR 97310

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: T-5007(2)

VOUCHER PERIOD: FROM 6-15-72 TO 10-2-74

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$206,740.61	$204,793.94	54.54%	$111,694.61	$111,694.61	$0.00	

RECEIVED DIVISION OFFICE — BY — DATE

FIELD AUDIT MADE — BY — DATE

PASSED FOR PAYMENT — BY — DATE

REMARKS

V. E. Skoog
Controller

Oregon

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Central Business District (Corvallis) Section					
	Benton County					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering		All Required		$ 6,706.85	
			Total Preliminary Engineering Cost		$ 6,706.85	
	Construction					
	Type Code Y031					
	Traffic Signals (City Streets, Corvallis)(Contr. 7861)					
	Final Contract Payment Summary		Lump Sum		$179,756.50	
SFO	#1 Remove Existing Signs		All Required		1,911.49	
SFO	#2 Install Signing		All Required		1,005.35	
			Total Construction Cost		$182,673.34	
	Construction Engineering					
	State		All Required		$ 15,384.11	
	Miscellaneous Project Costs					
	Equal Opportunity Program Expense		All Required		$ 29.64	
			Total Participating Cost		$204,793.94	
	Nonparticipating Items					
SFO	#00 Constructing Walks & Footpaths		All Required		$ 261.49	
SFO	#1 Remove Existing Signs		All Required		22.85	
	Construction Engineering		All Required		1,662.33	
			Total Nonparticipating Cost		$ 1,946.67	
			Total Cost		$206,740.61	

AMOUNT CARRIED FORWARD...

Summary of Completed Federal Aid Work

Central Business District (Corvallis) Section

T-5007(2)

Description	Type Code	Total Cost	F.A. Funds	Total Length
Preliminary Engineering	P.E.	$ 6,706.85	$ 3,657.91	-
Traffic Signals	Y031	200,033.76	108,036.70	0.00 Miles
City Street, Corvallis		$206,740.61	111,694.61	0.00 Miles

EXCERPT FROM COMMISSION MEETING MINUTES

December 19, 1973

T-5007(2)

Item No. 4b(5)

Mr. Klaboe presented for confirmation requests from contractors for extensions of time within which to complete highway contracts without assessment of liquidated damages. He pointed out that these requests had been carefully investigated and the results of these investigations have been reported to the Commission by letter. The contractors have also been advised by letter as to the extensions of time.

The Commission confirmed action as follows:

> Hamilton Electric, Inc., Contract 7861, Pacific Highway West (Corvallis) in Benton County, requested an extension of eight days. The Commission confirmed an extension of eight days, which will delete all liquidated damages. This has the approval of the Federal Highway Administration.

njc

7861

STATE COPY

cc: OSHD (H S Coulter
Wash DC (HHD-32)

10-1-74

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Benton	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
October 1, 1974	P. V. Riedl, Area Engineer	T-5007(2)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
October 5, 1973	January 4, 1973	100 %	200 calendar days

APPROVED EXTENSIONS	LOCATION
8 days	Central Business District - Corvallis, Oregon

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CENTRAL BUSINESS DISTRICT
CITY STREETS IN CORVALLIS
Traffic Signals

This project work consisted of the placement of traffic signs at 17 intersections in Corvallis, Oregon.

The project was completed on October 5, 1973. The project was set up for 200 calendar days, 208 days were used. However, an extension of 8 days has been granted with no liquidated damages assessed.

The final cost of the project is $179,756.50, which is no overrun or underrun.

NOTED
H.S. COULTER

RECEIVED
OCT 3 1974
Office of
Assistant State Highway Engineer

10-3-74
OJ Court

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by P. V. RIEDL		SIGNATURE Original signed by G. K. Hossner Dist. Engineer	
P. V. Riedl		G. K. Hossner	
TITLE Area Engineer	DATE 10-2-74	TITLE District Engineer	DATE OCT 0 3 1974

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

7861

September 12, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. T-5007(2)

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal-aid Project Acceptance

Contract 7861 . Work Completed 10-5-73

Project Central Business District (Corvallis)

Highway Pacific West

County Benton

Acceptance: Transportation Commission 1-4-73

Federal Highway Administration 10-18-73

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

AD:dc

cc: V. E. Skoog

7861

STATE COPY

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
7-65		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY
7		Benton
MODIFICATION NUMBER	7-24-74 (PPM 21-7)	PROJECT NUMBER
1		T-5007(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on March 6, 1973, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 205,585	$ 205,585.00
Federal Funds	$ 130,667	$ 111,694.61
Other revisions		

This modification is made for the following reasons:

To reduce the federal funds under project agreement to the remaining topics funds available to the City of Corvallis

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of July, 1974.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Ed Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. L. Smith
(Division Engineer)
for G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 936-242

Oregon State Highway Division

Federal-aid Project
No. T-5007(2)

CENTRAL BUSINESS DISTRICT (CORVALLIS) SECTION

CITY STREETS IN CORVALLIS IN BENTON COUNTY

Salem, Oregon, July 15, 1974

Revised Project Agreement Estimate.

Type Code P.E.		
Preliminary Engineering	All Required	$ 6,000.00
Type Code Y031		
Traffic Signals (City Streets, Corvallis)		
Temporary Protection and Direction of Traffic	All Required	$ 4,059.00
Traffic Signal Installation, Complete	All Required	174,882.00
		$178,941.00
Additional Items		
Flagging (60% of Contractor's Cost)	All Required	$ 2,500.00
	Subtotal	$181,441.00
	Engr. & Cont.	18,144.00
	Total	$199,585.00

Length of Project - - - - - 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 6,000.00	$ 3,260.00	$ 1,370.00	$ 1,370.00
Traffic Signals	199,585.00	108,434.61	45,575.19	45,575.20
Total	$205,585.00	$111,694.61	$46,945.19	$46,945.20

Group 1 - 100%

Contract No. 7861

Prefix: 2-0602

7861

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
3-19	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO.		COUNTY
6	3-6-73	Benton
		PROJECT NO.
		T-5007(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99W S.W. 3rd & S.W. 4th Couplet and S.W. 2nd (Corvallis)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	5-20-70	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	1-3-73	0.0
OTHER (Specify)		

FUNDS

Pro-rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 205,585	$ 130,667

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Department)

By E J Tunnicliff

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for G.L. Green (Division Engineer)

Date executed by Division Engineer 3-6-73

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Parking regulations and traffic control provisions are contained in State-City Agreement approved by the Highway Commission on September 18, 1972. As the State Highway Division is without legal authority to regulate the use of the right of way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

GPO 906-714

Oregon State Highway Division

Federal-aid Project
No. T-5007(2)

CENTRAL BUSINESS DISTRICT (CORVALLIS) SECTION

CITY STREETS IN CORVALLIS IN BENTON COUNTY

Salem, Oregon, February 27, 1973

Project Agreement Estimate.

Type Code P.E.		
Preliminary Engineering	All Required	$ 6,000.00
Type Code Y031		
Traffic Signals (City Streets, Corvallis)		
Temporary Protection and Direction of Traffic	All Required	$ 4,059.00
Traffic Signal Installation, Complete	All Required	174,882.00
		$178,941.00
Additional Items		
Flagging (60% of Contractor's Cost)	All Required	$ 2,500.00
	Subtotal	$181,441.00
	Engr. & Cont.	18,144.00
	Total	$199,585.00

Length of Project - - - 0.00 Mile

Retained in Program Status

Permanent Signing	All Required	$ 2,000.00
	Subtotal	$ 2,000.00
	Engr. & Cont.	200.00
	Total	$ 2,200.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	Other Funds
Preliminary Engineering	$ 6,000.00	$ 3,812.00	$ 1,094.00	$ 1,094.00
Traffic Signals	199,585.00	126,855.00	36,365.00	36,365.00
Subtotals	$205,585.00	$130,667.00	$ 37,459.00	$37,459.00
Retained in Program	2,200.00	1,398.00	401.00	401.00
Totals	$207,785.00	$132,065.00	$ 37,860.00	$37,860.00

Group 1 - 100%

Contract No. 7861

Prefix: 2-0602

SALEM, OREGON
June 26, 1974

TO: Mr. L. W. Rulien
Project Management Engineer
B U I L D I N G

SUBJECT: TOPICS Projects
Agreement Adjustments

FROM: Gary E. Zehner
Urban Program Engineer
County & City Unit

The Federal funds under project agreement for the projects listed below exceed the funds allocated to the respective cities.

Please adjust the agreements to the amounts as indicated.

CITY & PROJECT	AGREEMENT AMOUNT
ASHLAND T-5002(2) Wightman St.-Walker Ave.	$ 67,542.30
[redacted] T-5007(2) Corvallis Central Business District	111,694.61
HILLSBORO T-5014(2) T.V. Highway @ S.E. Minter Br. Rd.	69,375.86
ONTARIO EHS-T-5023(3) S.W. 3rd Ave.-S.W. 4th Ave.	29,323.30
WOODBURN T-5030(2) Pacific Hwy. East @ Young Street	12,808.42

GEZ:ljt

7861

OREGON STATE HIGHWAY DIVISION

January 30, 1974

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

State Treasurery Department
103 State Capitol Building
SALEM, OR 97310

Re: Treasurer's Receipts #652,778,777
totaling $ 5,000.00 - Contract 7861
Hamilton Electric, Inc.

Attention: Merle Crowe, Cashier

Gentlemen:

Contract 7861 to which the above receipts apply has been completed. This releases these TCD for use in lieu of retainage on active contracts as follows:

Treasurer's Receipt #	Bond Number	Amount	Contract Number
652	4795	$3,000.00	7899
777	M6286	1,000.00	7870
778	4645	1,000.00	7946

The total amount on deposit remains the same.

Very truly yours,

V. E. Skoog, Fiscal Officer
OREDOT

By

R. J. Hacek
Accounting Systems Officer

CRP:pl

cc: Hamilton Electric Inc.
P. O. Box 708
Eugene, Oregon 97401

bc: C.W. Head
John Bond
Vince Gallagher
John Herr

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7861

January 10, 1974

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

Gentlemen:

Contract No. 7861 awarded to Hamilton Electric, Inc., for installation of traffic signals in the Central Business District of Corvallis on the Pacific Highway West in Benton County was completed on October 5, 1973, and accepted by the Transportation Commission on January 4, 1974.

The total contract amount is $179,756.50, including $886.58 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

js

cc: Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97401

bc: C. T. Keasey
Walt Hart
V. E. Skoog - Attn: Dick Hacek
C. O. Fredrickson

Con't Business District (Corvallis)

'73

Cost Estimate

Item No.	Item	Unit	Quantity	Unit Cost	Total
1	Temporary Protection and Direction of Traffic	Lump Sum	All Spec		4,000⁻
2	Traffic Signal Installation, Complete	Lump Sum	All Spec		145,000⁻
					$149,000⁻
	Add'l Items				
	Flagging - 2,500⁻				
	Perm. Signing - 2,000				4,500⁻
					153,500⁻
	4½% Contin.				6907 50
	9% Engr.				13815 00
					174,222 50

Dropped

7861

December 12, 1973

Hamilton Electric, Inc.
P. O. Box 708
Eugene, Oregon 97401

Gentlemen:

We have reviewed your request for a time extension on Contract No. 7861 for work on Central Business District (Corvallis) Topics project in Benton County.

Careful consideration was given to the reasons you submitted. In light of the available facts and provisions of the contract, an extension of eight days time extension is granted.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog
C. O. Fredrickson

JAB:fr cm

7861

December 12, 1973

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Extension of Time Request
Central Business District (Corvallis)
Contract No. 7861

Hamilton Electric, Inc., contractor for this traffic signal installation project, has requested an additional eight calendar days in which to complete the contract work without assessment of liquidated damages. The contractor cites delays caused by separate work performed by a utility and by the City. He also cites delays caused by the State's environmental testing of controllers and the State's alleged delay in approving a price agreement.

Bids for this project were opened January 25, 1973, and the contract was awarded February 22. The contract allotted 200 calendar days to complete the work, which forecast a completion date of September 21, 1973. Three suspension-of-work orders were issued covering a total of six days and the work was completed October 5 with 208 calendar days charged, an overrun of eight days at $100 per day.

The contract was not awarded until 28 days after bid opening, awaiting required approvals by the City of Corvallis and the Federal Highway Administration and the necessary deposit by the City. The specifications provide for consideration of additional time when more

than 20 days elapse prior to award. Our practice has been to recognize this reason, which would justify eight days in this case. Additional laboratory retesting of the signal controller was also performed by the State and justifies several days time extension.

I have therefore granted an eight-day extension-of-contract time which will delete all liquidated damages. This is a Topics project and we have the concurrence of the Federal Highway Administration.

This matter will be included in the report on time extensions on the agenda for your information at the December 19 meeting.

bc: George M. Baldwin
C.W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
L. H. Young
V. E. Skoog
C. O. Fredrickson
V. L. Gallagher
Gary Sund
R. E. Whipps

JAB:fr cm

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 23, 1973

SUBJECT: Time Extension Request
Central Business District (Corvallis)
F.A.P. T-5007(2)
Contract No. 7861

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

Hamilton Electric, Inc., contractor for the subject traffic signal installation project, has requested an additional 8 calendar days in which to complete the contract work without assessment of liquidated damages. The contractor cites delays caused by separate work performed by a utility and by the city. He also cites delays caused by the State's environmental testing of controllers and the State's alleged delay in approving a price agreement.

Bids for this project were opened January 25, 1973 and the contract was awarded February 22. The contract allotted 200 calendar days to complete the work, which forecast a completion date of September 21, 1973. Three suspension of work orders were issued covering a total of six days and the work was completed October 5 with 208 calendar days charged, an overrun of 8 days at $100 per day.

The contract was not awarded until 28 days after bid opening, awaiting required approvals by the City of Corvallis and the FHWA and the necessary deposit by the city. Sub-section 103.08 of the Standard Specification provides for consideration of additional time when more than 20 days elapse prior to award. Our practice has been to recognize this reason which would justify 8 days in this case.

Neither the work performed by P.P. & L., nor that performed by the city appears to have caused any appreciable delay to the completion of the project. The contract work may have been delayed one day awaiting the approval of P.A. 2, which was a minor pole extension in amount of $76.92. The time spent deciding upon fire pre-empt monitor equipment caused no delay.

The contractor voluntarily agreed to the advance environmental testing of the controllers by the State. This test procedure revealed problems in the controller after eight days of testing. After repairs were made by a factory

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Office of
Assistant State Highway Engineer

representative, an additional 10 days were required to complete the retesting. Even though the contractor, as well as the State and the public, benefited by this retest procedure, the last 10 days of testing should be considered in a time extension as this work was at the request of the State. The equipment could have been installed without the re-assurance of further shop testing.

There is adequate reason to grant the additional 8 days requested. No over-run of engineering is anticipated. Liquidated damages accrue at $100 per day.

This is a topics project and will require the concurrence of the FHWA. A rough draft letter requesting FHWA approval of this proposed time extension is attached.

JAB:WR:fr

Attach.

cc: V. L. Gallagher

E-330 (Rev.)—GM—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date November 9, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to 208 days, within which to complete our Contract No. 7861, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached sheet.

Respectfully submitted,

HAMILTON ELECTRIC, INC.
Contractor

By Allen E. Johnston Jr.

CONSENT OF SURETY

Date November 9, 1973

We, GREAT AMERICAN INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Douglas E. Walwyn
Attorney-in-fact

(SEAL)

Ed J. Doll
Resident Agent

Ed J. Doll - Smith & Crakes, Inc.

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7861 Contractor Hamilton Electric Inc.

Highway Pacific Highway West

Section Central Business Districts (Corvallis)

Kind of Work Traffic Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be GRANTED. The reasons for such recommendation are as follows:

Delays involved in:

1. Receiving PA 87
3. Removing existing tank at 2nd and Van Buren.
4. Decision in excepting controller for fire preempt monitors.
5. Voluntary agreement by the contractor to send controllers for environmental testing.

And 8 days excess delay in submitting contract to contractor after bid opening.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7861
Project designation	T-5007 (2)
	State Federal
Date awarded	February 22, 1973
Work started	May 24, 1973
Per cent completed	100 Oct. 5, 1973
No. of Calendar days Allowed	108
No. of Calendar days Used	108
No. of Added Calendar days Requested	8

1. Delay of PP&L moving their equipment off existing poles.

2. Delay in our receiving Price Agreement #2 for pole extensions at 3rd. and Western.

3. Delay of City of Corvallis removing existing fill tank at 2nd. and Van Buren so we could dig our holes.

4. Delay of approximately 3 weeks in making decision whether to accept controller with fire pre-empt monitor at 5th. and Monroe, Van Buren and Harrison.

5. Our voluntary agreement to send controllers to Salem for environmental test which delayed installing them when we had manpower to do it.

7861 ~ ~ 5

November 30, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request
Central Business District (Corvallis)
F.A.P. No. T-5007(2), Contract 7861

Hamilton Electric, Inc., contractor for the subject traffic signal installation project, has requested an additional eight calendar days in which to complete the contract work without assessment of liquidated damages. The contractor cites delays caused by separate work performed by a utility and by the city. He also cites delays caused by the State's environmental testing of controllers and the State's alleged delay in approving a price agreement.

Bids for this project were opened January 25, 1973, and the contract was awarded February 22. The contract allotted 200 calendar days to complete the work, which forecast a completion date of September 21, 1973. Three suspension of work orders were issued covering a total of six days and the work was completed October 5 with 208 calendar days charged, an overrun of eight days at $100 per day.

The contract was not awarded until 28 days after bid opening awaiting required approvals by the City of Corvallis and the FHWA and the necessary deposit by the City. Subsection 103.08 of the Standard Specifications provides for consideration of additional time when more than 20 days elapse prior to award. Our practice has been to recognize this reason, which would justify eight days in this case.

The contractor voluntarily agreed to the advance environmental testing of the controllers by the State. This test procedure revealed problems in the controller after eight days of testing. After repairs were made by a factory representative, an additional ten days were required to complete the retesting. Even though the contractor, as well as the State and the public, benefited by this retest procedure, the last ten days of testing could be considered extra at the request of the State. The equipment could have been installed without the re-assurance of further shop testing.

We believe there is adequate reason to grant the additional eight days. Your concurrence is requested.

JAB:WR:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project T-5007(2)
Central Business District
City Streets in Corvallis
Traffic Signals

DATE: November 6, 1973

In reply refer to: 10-35-B2

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Attached is a copy of a stage inspection on the subject project.

It should be noted that a discrepancy exists between the MUTCD and the plans and specials for this project. The manual provides for a minimum and maximum allowance of 15 to 19 feet as a requirement.

The visual aspects of the location of the signal heads in relation to one another is very poor. Apparently the manufacturer's design of the signal arms do not take into consideration the vertical height over the pavement and the visual alignment is accentuated if the poles are offset from each others.

These features and the other points discussed at the time of the inspection should be reviewed. Mr. Riedl, Area Engineer, has been assigned to meet with your Traffic Section to analyse and review the specifications for inclusion on future projects.

for G. L. Green

Attachment

11-8-73
Copy to Bud George
TAA

NOTED
E. S. HUNTER

RECEIVED
NOV 8 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

11-7-73
copy to Hunter
cy Keasey

RECEIVED
STATE HWY ENGR
NOV 7 '73
REFER TO
Coulter - TAA
FOR
Info | Inves | R/D | D/R | Sign | Act | File

STATE COPY

OSHD (Coulter)
Region
Wash DC
C. Hoefler

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION ch

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Benton	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
10/18/73	P. V. Riedl, Area Engineer	I-5007(2)

IN COMPANY WITH
See below

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Unsatisfactory	104 %	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

CENTRAL BUSINESS DISTRICT
CITY STREETS IN CORVALLIS
Traffic Signals

This is a final inspection and project stage inspection on the administration and field control of the traffic signals of the project.

The following people were in attendance:

Gerry Wimer, Region II Construction Engineer
Jim Butler, Traffic Department
Dick Nelson, Resident Engineer
Paul Riedl, Area Engineer

The project was completed on October 3, 1973. The project work was set up for 200 calendar days. The contractor used 208 days to complete the project. Liquidated damages in the amount of $800 will be assessed.

The items of work were reviewed as to documentation and field control and found to be satisfactorily covered. The files have been developed and maintained to substantiate the monthly progress payments. Diaries are maintained covering the contractor's daily progress. The source documents adequately cover the project work.

The materials incorporated into the project have been tested and certified that they meet the requirements.

Comments:

A review of the plans, special provisions and general provisions were made in order to correlate the differences found in the height of the signal head above the roadway surface. Standard Sheet 24636 of the plans show the height restrictions as 17'-0" minimum and 18'-0" maximum. The special provisions state that "Elevation of vehicle signal heads on mast arms shall be based on the elevation of the plumbimers except that no head shall be less than 17 feet or more than 22 feet above the pavement." The Manual on Uniform Traffic Control Devices (4B-13 Height of Signal Faces) states that "The bottom of the housing of a signal face suspended over a roadway shall not be less than 15 feet nor more than 19 feet above the pavement grade at the center of the roadway." A check of some of the heads show that they are 22+ feet above the pavement. The signal heads in one intersection are not at the same height over the pavement

(over)

and vary considerably from one intersection to the next. The point of connection of the arm to the pole is the same and the manufacturer furnishes arms in five foot increments. The design of these arms do not provide for maintaining a uniform height over the pavement and the visual aspects of the location of the arms and signal heads is very poor.

The plans do not show the location of any utilities. The Special Provisions under section 661.32 Excavation states "The contractor is cautioned that there are underground utilities in the project area. If required by the engineer pole foundation holes shall be dug by hand methods." The entire item is set up as a lump sum payment for all work consisting of excavation, footings, poles, signals and all other work called for by the plans and specifications. The general provisions state that in general the plans and/or special provisions will indicate various utility items which are to be relocated or adjusted. However this does not relieve the contractor of the responsibility in connection with any damage that may occur with his operations.

The plans establish the location of each pole; therefore, any change is subject to negotiation.

Conclusions and Recommendations:

The discrepancies between the plans and specials should be resolved and criteria established to meet the MUTCD.

The manufacturers should be informed of the requirements of the MUTCD and efforts made to secure that a uniform height be designed into the arms regardless of the length of these arms.

The original survey should establish the location of utilities both underground and overhead and these be included in the plans.

7861

October 29, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. T-5007(2)

SUBJECT Request Change Order Approval

Contract 7861, State Force Order No. 2

Project Central Business District (Corvallis)

Highway Pacific West

County Benton

The City of Corvallis has requested that the traffic pattern at the 3rd Street-Van Buren intersection be revised to require a mandatory right turn in the easterly northbound lane. This order covers the cost of removing the existing five-foot radius curb and replacing with a 25-foot radius curb and the furnishing and installing mandatory right turn signs. It is in the public interest to have this work performed by state forces as the contractor is not properly equipped to perform the work and the State has the necessary equipment and trained personnel to perform the work most economically.

Copies of the Engineer's letter of explanation are attached.

The estimated cost of this order is $500.00 with Federal participation in the amount of $300.00. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer September 25, 1973.

Your approval as of September 25, 1973 is requested.

Attach.
BMW:jf

OREGON STATE HIGHWAY DIVISION
PROJECT INSPECTION AND REGIONAL INSPECTION REPORT

T

Project Name Central Business District Contract No. 7861

Highway Pacific West Prefix No. 2-0602

County Benton F.A. No. T-5007(2)

Final inspection made on 10-18-73 By Gerald Wimer-Reg. Construction Eng.

in company with Paul Riedl, Jim Butler and Dick Nelson.

RECEIVED
COUNTY & CITY SECTION
OCT 23 1973
ENGR. COOR. UE AE UE
UPE CE RE RPE

CHECK LIST

Date			
Was none	Construction signs removed	Never closed	Opened to traffic
was none	Salem Office notified to rescind construction speed zone	With semi-Final	Regional Materials Certification submitted
10-12-73	Contractor removed equipment from project		
10-12-73	Roadside cleanup completed		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Signal heads appear to be different heights at any given intersection. Those opposite each other need to be of a more uniform lower, height and plane on future projects. Most of the project looks very good. Corvallis/City Engineer, Jack Bilsborough's October 16, 1973 letter of acceptance is attached.

All contract work on this project has been completed and recommendation is made for acceptance on 10-5-73. The semi-final estimate has been submitted.

cc: Const. Engineer - C. T. Keasey
Bridge Engineer - W. Hart
Maint. Engineer - Dave Moehring
Co.-City Eng. - H. S. Cox
Reg. Engineer - C.O. Fredrickson
Res. Engineer - Dick Nelson
Dist.Engineer - Howard Johnson
Traffic Engineer--L. E. George

Copies sent to all named _____

[signature] Reg. Const. Engr.
(Signed) (Title)

City of Corvallis
INCORPORATED JANUARY 1857

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

PUBLIC WORKS DEPARTMENT (503) 752-4292

October 16, 1973

Mr. Richard E. Nelson
Resident Engineer
Oregon State Highway Division
3700 S. W. Philomath Blvd.
Corvallis, Oregon 97330

Re: CBD TOPICS Project, No. T-5007(2)
Contract No. 7861

Dear Mr. Nelson:

After reviewing the new Central Business District traffic signals, it is obvious that the work has been completed on the above referenced project in accorandance with the terms of the contract applying thereto. I therefore recommend acceptance of the completed project, and also recommend that final payment be made to the contractor.

Very truly yours,

Jack P. Bilsborough
Jack P. Bilsborough
City Engineer

JB:JPB:jh
cc: Jack Barrow, Traffic Technician

RECEIVED
OCT 17 1973
RESIDENT ENGR.
R. E. NELSON

STATE COPY

OSHD (Coulter)
Region
Wash DC
C. Hoefler

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION ch

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Benton	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
10/18/73	P. V. Riedl, Area Engineer	T-5007(2)

IN COMPANY WITH
See below

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Unsatisfactory	104 %	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

CENTRAL BUSINESS DISTRICT
CITY STREETS IN CORVALLIS
Traffic Signals

This is a final inspection and project stage inspection on the administration and field control of the traffic signals of the project.

The following people were in attendance:

Gerry Wimer, Region II Construction Engineer
Jim Butler, Traffic Department
Dick Nelson, Resident Engineer
Paul Riedl, Area Engineer

The project was completed on October 5, 1973. The project work was set up for 200 calendar days. The contractor used 208 days to complete the project. Liquidated damages in the amount of $800 will be assessed.

The items of work were reviewed as to documentation and field control and found to be satisfactorily covered. The files have been developed and maintained to substantiate the monthly progress payments. Diaries are maintained covering the contractor's daily progress. The source documents adequately cover the project work.

11-16-73
Copies to:
C.O. Fredrickson
Dick Nelson
V Gallagher
P. Hatcher
W Hunt
Dick Chase

The materials incorporated into the project have been tested and certified that they meet the requirements.

Comments:

A review of the plans, special provisions and general provisions were made in order to correlate the differences found in the height of the signal head above the roadway surface. Standard Sheet 24636 of the plans show the height restrictions as 17'-0" minimum and 18'-0" maximum. The special provisions state that "Elevation of vehicle signal heads on mast arms shall be based on the elevation of the plumbizers except that no head shall be less than 17 feet or more than 22 feet above the pavement." The Manual on Uniform Traffic Control Devices (4B-13 Height of Signal Faces) states that "The bottom of the housing of a signal face suspended over a roadway shall not be less than 15 feet nor more than 19 feet above the pavement grade at the center of the roadway." A check of some of the heads show that they are 22+ feet above the pavement. The signal heads in one intersection are not at the same height over the pavement

NOTED N N CHASE

(more)

and vary considerably from one intersection to the next. The point of connection of the arm to the pole is the same and the manufacturer furnishes arms in five foot increments. The design of these arms do not provide for maintaining a uniform height over the pavement and the visual aspects of the location of the arms and signal heads is very poor.

The plans do not show the location of any utilities. The Special Provisions under section 661.32 Excavation states "The contractor is cautioned that there are underground utilities in the project area. If required by the engineer pole foundation holes shall be dug by hand methods." The entire item is set up as a lump sum payment for all work consisting of excavation, footings, poles, signals and all other work called for by the plans and specifications. The general provisions state that in general the plans and/or special provisions will indicate various utility items which are to be relocated or adjusted. However this does not relieve the contractor of the responsibility in connection with any damage that may occur with his operations.

The plans establish the location of each pole; therefore, any change is subject to negotiation.

Conclusions and Recommendations:

The discrepancies between the plans and specials should be resolved and criteria established to meet the MUTCD.

The manufacturers should be informed of the requirements of the MUTCD and efforts made to assure that a uniform height be designed into the arms regardless of the length of these arms.

The original survey should establish the location of utilities both underground and overhead and these be included in the plans.

RECEIVED
NOV 19 1973
OFFICE ENGINEERING SECTION

- 7361

STATE COPY

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

October 15, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY

Federal-aid Project No. T-8007(2)

FROM L. H. Young, Office Engineer

SUBJECT Request Contract Acceptance

Contract 7361, Work Completed October 5, 1973

Project Central Business District (Corvallis)

Highway Pacific West

County Benton

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date October 18, 1973

Conditions not acceptable: None

RECEIVED
STATE HWY ENGR
OCT 26 73
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sten | Act | File

NOTED
H.S. COULTER

G. K. Hosmer
G. L. Green
Division Engineer

cc: F. B. Klaboe
L. H. Young

10-26-73

7861

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: CENTRAL BUSINESS DISTRICT (Corvallis)		WEEK ENDING: October 13, 1973
		SECTION PREFIX: 290602
HIGHWAY: Pacific West		COUNTY: Benton
NAME OF JOB: Central Business District (Corvallis)	KIND OF WORK: Traffic Signals	
CONTRACTOR: Hamilton Electric, Inc.	CONTRACT NUMBER: 7861	FEDERAL AID PROJECT NUMBER: T-5007(2)
DATE OF CONTRACT: February 22, 1973	DATE WORK STARTED: May 24, 1973	ESTIMATED COMPLETION DATE: October 5, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 200	CALENDAR DAYS USED 208
PROJECT AUTHORIZATION: $208,205.54	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 104
EXCLUSIVE OF ENGINEERING: $191,695.85	ENGINEERING AUTHORIZATION $16,509.69	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $180,410	ENGINEERING COST TO DATE $14,600	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 9.4 %	PERCENT OF AUTHORIZATION 88 %	DATE PROJECT WAS COMPLETED: October 5, 1973

PROJECT COMPLETED - Semifinal estimate & data delivered to Region Office October 12, 1973.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

SIGNALS								
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

Keasey ✓ RECEIVED Scofield 5
Bond Glenn
Jackmond OCT 15 1973 Berg
Hardt
Johnsen CONSTRUCTION
Walker SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed October 5, 1973.
Semifinal data and estimate delivered to Regional Office October 12, 1973.

FINAL REPORT

Richard E. Nelson, Res. Engr.

SIGNED by J. B. Nelson LOCATION Corvallis

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

BD-F216

OREGON STATE HIGHWAY DIVISION

Form A-181—(7-68)
SP*69429-724

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: CITY OF CORVALLIS
CITY HALL
CORVALLIS, OREGON 97330
Attention of Mr. C. Dean Smith
Manager

Request No. (assigned by staff engineer or head of division) CC 1370

Date October 5, 1973

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

☑ ENGR. ☑ ASST. ☐ OE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Itemized Statement:

Advance Deposit $55,000

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for TOPICS Project T-5007(2). CBD Section, Pacific Highway West.		
		CLR-DT File #500702		
		Covered by agreement dated 9/18/72		37,000
		TO BE RETAINED		$18,000

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 55,000

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
2-0602-299

Submitted by: RB
Richard Bladorn, Urban Program Engr.

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

7861 ORIGINAL COPY

FORM PR-33A (REV. 3-66) OSHD (Coulter) Region Wash DC

7-27-73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No.	Report No.	County	Division
10	1	Benton	Oregon

Date of Inspection	Inspection Made By	Project No.
7/27/73	P. V. Riedl, Area Engineer	T-5007(2)

In Company With
Unaccompanied - discussed with Dick Nelson, Resident Engineer

Location
Central Business District, Corvallis, Oregon.

COPY SENT
SEP 05 1973
REGIONAL OFFICE

Contractor Name and Address
Hamilton Electric, Inc., 232 West 5th, Eugene OR 97401

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
2/22/73	$178,941.00	200 cal days	3/6/73	5/24/73

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	68 %	48%

Roadbed (Width) – (Feet 0. to 0. of shoulders)

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Traffic Signals	Y031	–	–	–	–

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

CENTRAL BUSINESS DISTRICT (CORVALLIS)
CITY STREETS IN CORVALLIS
Traffic Signals

The work to be done consists of the placement of traffic signals at 17 intersections in Corvallis.

Completed Work

Footings for poles placed.
Conduit placed.
Poles placed.

Work in Progress

The prime contractor was installing mast arms and the subcontractor was patching areas which were removed for the placement of conduit.

(more)

RECEIVED STATE HWY ENGR SEP 6 '73 REFER TO FOR Info Inves R/D D/R Sign Act File

NOTED 9-6-73 Coulter
H.S. COULTER

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

Comments

This contract covers the upgrading of the existing traffic signal system in the central business district of Corvallis. The work is progressing satisfactorily and it appears that all the materials will be on hand for installation and work completed within the allotted time. There is however a problem with the control units and these are being rechecked before being mounted on the project.

An extra work order has been approved for flagging for $2,500.

A State Force Order for removing existing signs from old signal poles and reinstalled on new poles for $3,000 has been approved.

The EEO requirements and posters have been posted as required.

7861

5

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 26, 1973

TO C. W. Head, Admin. Services
Vince Gallagher, Office Engrg.
John Bond, Construction
John Herr, Finance

FROM Vernon E. Skoog, Controller
By: R. J. Hacek, Contract Acctg. Supv.

SUBJECT Hamilton Electric Contracts
Nos. 7769, 7780 and 7861

Treasury Receipt No. 506, dated September 20, 1972, (Bond 4645-5012) in the amount of $2,000 has been cancelled and rewritten as follows:

> Treasury Receipt No. 778, dated June 26, 1973 (Bond 4645) in the amount of $1,000 in lieu of retainage on Contract No. 7780 and Treasury Receipt No. 779, dated June 26, 1973 (Bond 5012) in the amount of $1,000 in lieu of retainage on Contract No. 7861.

Attached is a copy of a letter and State Treasurer's Receipt No. 777 advising us of a Time Certificate of Deposit in the amount of $1,000 from Hamilton Electric Inc., in lieu of retainage on Contract No. 7861.

A carbon copy of the Treasurer's Receipt will be filed (in the contract file) in the Administrative Services office.

Hamilton Electric, Inc., in a letter dated June 25, 1973, requested the return of the Alabama Power Bond, No. 5012, in the amount of $1,000 on Treasurer's Receipt No. 779. Receipt No. 779 will be cancelled and the bond will be returned to Hamilton Electric, Inc.

Contract No. 7780 has been finaled so Treasurer's Receipt No. 778 (dated June 26, 1973, Bond 4645, for $1,000, issued in lieu of retainage on Contract No. 7780) is now being shown and used on Contract No. 7861 in lieu of retainage.

Net deposits on contracts with the above Company are as follows:

No. 7769	- 0 -
No. 7780	- 0 -
No. 7861	$5,000.00

NOTED
C. W. HEAD

RJH:njc
Attachments

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

June 26, 1973

H. E. Hamilton Electric Contractors, Inc.
252 West 5th Avenue
Eugene, Oregon 97401

Gentlemen:

Enclosed herewith please find State Treasury safekeeping receipt No. (777) dated June 26, 1973, in the amount of $1,000.00, Alabama Power Company, First Mortgage Bond (9-⅝) due November 1, 2000, No. M-6286.

This bond has been credited to State Highway Contract number (7861).

We have also cancelled and re-written safekeeping receipt number 506, dated September 20, 1972, for $2,000.00, to be credited as follows:

Safekeeping Receipt No.	Amount	Bond No.	Contract No.
778	$1,000.00	4645	7780
779	$1,000.00	5012	7861

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division
Attn: Dick Haeck

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 777

SAFEKEEPING RECEIPT

Received for Account of H.E. Hamilton Electric Co.
232 West 5th Ave.
Eugene, Oregon 97401

Date June 26, 1973

Address _____

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Alabama Power Co. First Mortgate Bond 9% Due Nov. 1, 2000 Reg. in name of Hamilton Electric Inc. Dated Oct. 25, 1972	M 6286	1	1,000				1,000.00
							1,000.00

In lieu of retainage on State Highway Contract No. 7861

Purpose of Deposit ORS 279.575

Authority _____

Countersigned by _____ Deputy Cashier

_____

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT Re-written from Receipt No. 506 Dated Sept. 20, 1972 No. 778

Received for Account of H.E. Hamilton Electric Contractors Inc.

Address 232 West 5th Ave. Eugene, Oregon 97401

Date June 26, 1973

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Alabama Power Company 9% First Mortgate Bonds Series 2000 Reg. in name of Hamilton Elect. Inc. Dated Aug. 15, 1972 Due 11-1-2000	4645	1	1,000				1,000.00
							1,000.00

Purpose of Deposit In Lieu of retainage on State Highway Contract No. 7780

Authority ORS 279.575

Countersigned by [signature] Deputy Cashier

[signature] State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

Re-written from Receipt No. 506 Dated Sept. 20, 1972 — No. 779

Received for Account of H.E. Hamilton Electric Contractors Inc.

Address 232 W st 5th Ave. Eugene, Oregon 97401

Date June 26, 1973

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Alabama Power Company 9% First Mortgage Bonds Series 2000 Reg. in name of Hamilton Elect. Inc. Dated Aug 15, 1972 Due 11-1-2000	5012	1	1,000				1,000.00
							1,000.00

In liue of retainage on State Highway Contract No. 7861

Purpose of Deposit ORS 279.575

Authority

Countersigned by [signature] Deputy Cashier

[signature] State Treasurer

SPECIAL INSTRUCTIONS

117 Phone 345-8711

HAMILTON ELECTRIC Inc.
ELECTRICAL CONTRACTING

June 28, 1973

James A. Redden
State of Oregon
Treasury Department
Salem, Oregon 97310

Attention: Merle Crowe, Cashier

We would like to recall Alabama Power Bond #5012 ($1,000.00), Safekeeping Receipt #779 deposited in lieu of retainage on Oregon State Highway Department Contract #7861 (Corvallis Signals).

Oregon State Highway Department Contract #7780 is complete. You are holding Alabama Power Bond #4645, Receipt #778, in lieu of retainage on this project. Will you please clear and transfer this bond to Oregon State Highway Department Contract #7861 (Corvallis Signals).

HAMILTON ELECTRIC, INC.

Allen E. Hamilton, Jr. Sec.-Treas.

BY: Betty L Hanson

BLH/ss

232 WEST 5th AVENUE 503/345-8711 POST OFFICE BOX 708 EUGENE, OREGON 97401

28601

OREGON STATE HIGHWAY DIVISION

July 26, 1973

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

7769
7780
7861

State Treasury Department
103 State Capitol Building
Salem, Oregon 97310

Attention: Merle Crowe, Cashier

Re: Safekeeping Receipt #779
Hamilton Electric, Inc.

Gentlemen:

Hamilton Electric, Inc., has requested the return of Alabama Power Bond #5012 in the amount of $1,000, as shown by Receipt #779.

Please return this bond to them, but continue to hold all other bonds until notified to release them.

Very truly yours,

Vernon E. Skoog
Controller

by

R. J. Hacek
Contract Accounting Supervisor

RJH:njc

cc: Hamilton Electric, Inc.

bc: C. W. Head
John Bond
Vince Gallagher
John Herr

C. W. HEAD

Form A-105—8M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Central Business District (Corvallis) Date July 13, 19 73

Highway Pacific West Contract No. 7861 F. A. Project No. [illegible]-5007(2)

County Benton Prefix 2-0602 Account No. 276-01

Description of Work To Be Done: Remove existing signs from old signal poles and reinstall on new poles with new materials as required.

[illegible] EFFECTIVE DATE 7-12-73
[illegible]nt upon modification of pro-
[illegible]reement if additional funds are

D. K. Hoover
Dist. Engineer
8-14-73
[illegible]AL HIGHWAY AD[illegible]NISTRATION

Location by Station Numbers: Throughout project.

Estimate of Quantities and Costs:

Materials	$1500.00
Labor	1000.00
Equipment	500.00
Total Cost of Order	$3000.00

Explanation: Work anticipated in project authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$208,205.54
Present estimate of project cost, including $3,000.00 for work under this order	$208,205.54
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: Richard E. Nelson
Resident Engineer

Approval Recommended: [illegible]
Division Engineer

Approval Recommended: [illegible]
Construction Engineer or Bridge Engineer

Approved: [illegible]
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.
Construction

State Printing

7861

May 31, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
L. H. YOUNG

FROM L. H. Young, Office Engineer

Federal-aid Project
No. I-5007(2)

SUBJECT Notification Contract Work Started

Contract 7861, Work Started May 23, 1973

Project Central Business District (Corvallis)

Highway Pacific West

County Benton

BHW:bb

cc: V. Gallagher

filed

7861

Salem, Oregon
March 19, 1973

Contract No. 7861
Hamilton Electric, Inc.

Mr. V. E. Skoog
Attn: Claire Palmer
Mr. G. T. Keasey
Attn: John Reed
Mr. L. H. Young
Attn: Vince Gallagher

Attached are copies of a letter and a receipt from the State Treasurer advising of the receipt of the Alabama Power Company First Mortgage Bond in the amount of $3,000 from Hamilton Electric Inc., in lieu of retainage on Contract No. 7861.

We have retained copies for the files (filed under the contract number) and in our office under the name of the contractor.

C. W. Reed, Secretary

fhm
Att.

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

March 2, 1973

H. E. Hamilton Electric, Inc.
232 West 5th Avenue
Eugene, Oregon 97401

Attn: Allen E. Hamilton, Jr.

Gentlemen:

Per instructions from the Oregon State Highway Commission, please find enclosed safekeeping receipt number 652, dated March 2, 1973, in the amount of $3,000.00, Alabama Power Company First Mortgage Bond (9%) due 11-1-2000, number B-4795 (1) @ $3,000.00.

This bond is in lieu of Retainage on State Highway Contract number 7861, (Corvallis Signals)

Very truly yours,

JAMES A. REDDEN, State Treasurer

By

Merle Crowe, Cashier

MC: kf
Encl

cc: Oregon State Highway Department
Cecil Head

RECEIVED
MAR 5 - 1973
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 652

SAFEKEEPING RECEIPT

Received for Account of H.E. Hamilton Electric Inc. Date March 2, 1973

Address 232 West 5th Ave.
Eugene, Oregon 97401

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Alabama Power Company First Mortgage Bond 9% Series Due Nov. 1, 2000 Dated: Feb. 21, 1973 Registered in name of Hamilton Electric Inc.	B 4795	1	3,000				3,000.00
							3,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7861 (Corvallis Signals)

Authority ORS 279.375

Countersigned by [signature] Cashier

[signature] State Treasurer

SPECIAL INSTRUCTIONS

RECEIVED
MAR 5 - 1973
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DIVISION

7861

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 6, 1973

Hamilton Electric, Inc.
P. O. Box 716
Eugene, Oregon 97401

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7861 for traffic signals in the Central Business District of Corvallis on the Pacific Highway West in Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure
cc Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

bc C. T. Keasey
Walt Hart
L. H. Young
Attn Vince Gallagher
C. O. Fredrickson
Richard Nelson

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO V. V. Cusack, Acting Division Engineer
~~A. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE February 23, 1973

FROM George M. Baldwin
Administrator of Highways

by L. H. Young
L. H. Young
Office Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of February 22, 1973, is requested in the award of contract for the Central Business District (Corvallis) Section, Project No. T-5007(2).

The contractor receiving the award is Hamilton Electric Inc., in the amount of $178,941.00, with Contract No. 7861 assigned. This bid was received on January 25, 1973 and awarded on February 22, 1973.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration endorsement

Date 2-26-73

I concur in the award.

V. V. Cusack
Acting Division Engineer

NOTED
R. D. ASBURRY

RECEIVED
FEB 27 1973
OFFICE ENGINEERING SECTION

NOTED
R. N. CHASE

cc C. T. Keasey
L. . Young Attn: Vince Gallagher
Walt Hart
C. O. Fredrickson
Richard Nelson
Wm. Geibel (SAIF)

7861

February 22, 1973

Hamilton Electric, Inc.
P. O. Box 706
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission on January 31, 1973, accepted your proposal for traffic signals in the Central Business District of Corvallis on the Pacific Highway West in Benton County for the sum of $178,941 and referred it to the Administrator of Highways with authority to award the contract as soon as the City of Corvallis and the Federal Highway Administration approve the project and the City deposits $55,000.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7861.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin March 6, 1973.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn. & Portland

Mr. C. Dean Smith
City Manager
City Hall
Corvallis, Oregon 97330

February 21, 1973

Re: TOPICS Project T-5007(2)
C.B.D. Traffic Signals

Dear Mr. Smith:

This will acknowledge receipt of the City of Corvallis' check No. 29580 in the amount of $55,000, which is the correct amount required as an advance deposit for the subject project.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

for H. S. Cox
County and City Engineer

HW:ljt

bc: A. C. Johnson
R. L. Schroeder
L. H. Young
L. E. George
C. O. Frederickson
W. E. Skoog - - - Check No. 29580 for $55,000

Rec'd 2/21/73 by C E Cleveland

Credit to TOPICS 500702

☐ ENGR. ☑ COOR. ☑ DE ☒ AE ☒ CE
☑ RPE ☑ CE ☒ RE ☒ RPE ☐

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-18-73

FEDERAL AID PROJECT NO.: I-007(2)

STATE PROJECT NO.: CBD-CORVALLIS

FROM: G. L. GREEN, DIVISION ENGINEER, SALEM, OREGON

PROGRAM NO.:

ITEM NO.: I-7

COUNTY NAME: BENTON

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED STATE HWY ENGR — JAN 19 1973 — REFER TO — FOR — Info, Leaves, R/D, D/R, Sign, Act, File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
JANUARY 3, 1973	JANUARY 3, 1973	PRIMARY ROUTE #9 AND TYPE II
		STATE ROUTE NUMBER: PACIFIC WEST HIGHWAY 1-W

GENERAL LOCATION:

CITY OF CORVALLIS

GENERAL DESCRIPTION OF WORK:

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $2,500.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [X] OTHER (Specify) CONTRACTOR'S FLAGGING $2,500.00

- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S DECEMBER 29, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-18-73	for Vince V. Caputo	DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Vince 1-22-73

Oregon State Highway Division

Federal-aid Project
No. T-5007(2)

CENTRAL BUSINESS DISTRICT (CORVALLIS) SECTION

CITY STREETS IN CORVALLIS IN BENTON COUNTY

Salem, Oregon, December 21, 1972

P.S. & E. Estimate.

Type Code P.E.

Preliminary Engineering	All Required	$ 1,200.00

Type Code Y031
Traffic Signals (City Streets, Corvallis)

Temporary Protection and Direction of Traffic	All Required	$ 4,000.00
Traffic Signal Installation, Complete	All Required	145,000.00
		$149,000.00

Additional Items

Flagging (60% of Contractor's Cost)	All Required	$ 2,500.00
	Subtotal	$151,500.00
	Engr. & Cont.	15,150.00
	Total	$166,650.00

Length of Project - - - 0.00 Mile

Retained in Program Status

Permanent Signing	All Required	$ 2,000.00
	Subtotal	$ 2,000.00
	Engr. & Cont.	200.00
	Total	$ 2,200.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	Other Funds
Preliminary Engineering	$ 1,200.00	$ 762.00	$ 219.00	$ 219.00
Traffic Signals	166,650.00	105,922.00	30,364.00	30,364.00
Subtotals	$167,850.00	$106,684.00	$30,583.00	$30,583.00
Retained in Program	2,200.00	1,398.00	401.00	401.00
Totals	$170,050.00	$108,082.00	$30,984.00	$30,984.00

Group 1 - 100%

Contract No.

Prefix:

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-8-72

FEDERAL AID PROJECT NO.
T-5007(2)

STATE PROJECT NO.
CORVALLIS CENTRAL BUSINESS DISTRICT TRAFFIC SIGNALS

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
T-7

COUNTY NAME
BENTON

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

11-10-72 Young

RECEIVED STATE HWY ENGR
NOV 9 '72
REFER TO
FOR
Info
nves
R/D
D/R
Sign
Act
File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	August 15, 1972	PRIMARY ROUTE #9 AND TYPE 2

STATE ROUTE NUMBER
PACIFIC HIGHWAY WEST 1-W AND CITY STREETS

GENERAL LOCATION:

CITY OF CORVALLIS

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [ ] OTHER *(Specify)*

- [ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
- [ ] OF BIDS

- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

WE CONCUR IN THE NEGATIVE ENVIRONMENTAL STATEMENT SUBMITTED IN MR. YOUNG'S AUGUST 9, 1972 LETTER.

NOTED
R. D. ACCOUNTANT

Chas

K M CHASE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-8-72	Glaack	for DIVISION ENGINEER

Royer 11-13-72

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

cc: J.R. DAKES
R.N. CHASE
T.W. LITCHFIELD
C.G. SWENSON
J.B. BOYD

OREGON STATE HIGHWAY COMMISSION
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

SUBJECT: Federal Aid Project No. T-5007(2)

Project Name C.B.D. Traffic Signals

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

☒ Additional right-of-way will not be required for this project.

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

☒ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at CORVALLIS, Oregon,

this 2ND day of NOVEMBER, 1972.

RECEIVED
COUNTY & CITY SECTION
NOV 7 - 1972
☑ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

City of Corvallis

C. Dean Arnold
City Mgr

Recorder

R/W File No. Done

CC: L.E. GEORGE
R.N. CHASE
C.G. SWENSON
J.B. Boyd
P.V. Riedl (FHWA)

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Salvage of Existing Materials
TOPICS Federal Aid Project No. T-5007(2)
Project Name: C.B.D. Traffic Signals

Gentlemen:

Regarding the salvage of the existing traffic control signal equipment and hardware and any other items being replaced as a part of subject project, we hereby indicate our desire by checking one of the following squares and agree to the condition thereof:

☐ We do not wish to salvage any materials and these items will become the property of the contractor upon removal.

☒ We do wish to have these materials salvaged* and request that the contractor be directed to stock-pile these items at City Maintenance Yard. We agree that any items that have value for re-use will be retained for use on public streets within the City OR if any items are sold to others for re-use we agree to notify the State of such transaction so that the subject Federal Aid project may be credited in the amount received.

Signed at CORVALLIS, Oregon, this 2ND day of NOVEMBER, 1972.

RECEIVED
COUNTY & CITY SECTION
NOV 7 - 1972
☐ ENGR. ☑ COOR. ☐ CE ☒ RE ☒ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

CITY OF CORVALLIS
By C. Dean Smith
Title City Mgr
By [signature]
Title City Recorder

* If the cost of the original installation was shared by State and City, the salvage shall be shared on the same basis.

3/16/71

RECEIVED
SEP 21 1972
FOR FILING
7861

September 20, 1972

MISC. CONTRACTS and AGREEMENTS No. 5761

City of Corvallis
City Hall
Corvallis, Oregon 97330

Attention: C. Daniel Cloud, III
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of a TOPICS agreement covering a central business district traffic signal project.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agree. att.)

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
September 14, 1972

SUBJECT: TOPICS Project T-5007(2)
CBD Traffic Signals
City of Corvallis

To: Mr. R. L. Schroeder
Assistant State Highway Engineer

B U I L D I N G

Attached for your signature of approval and the Highway Commission Secretary's certification are three copies of the subject agreement.

Project approval was received at the March 17, 1970 Highway Commission meeting.

D. N. Harwell
Assistant Engineer
County and City Section

DNH:lat

Att.

NOTE: This agreement supersedes the original agreement signed on June 11, 1970. The project was revised after the State rejected the 1st Street Bypass plan of the City. Traffic signals will be installed at three intersections on 5th Street and the existing signals will be upgraded at fourteen intersections on 2nd, 3rd, and 4th Streets.

NOTED
R. L. SCHROEDER

RECEIVED
SEP 14 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OP°824476-724

RECEIVED
COUNTY & CITY SECTION
AUG 17 1972
ENGR. COOR. DE AE UE
UPE CE RE RPE

Budget Bureau No. 41-R2068; Approval
U.S. DEPART
BURE

MONTHLY TRANSACTION NO. 8-37

DATE SUBMITTED TO W.O. AUG 16 1972

FORM PR-1 (REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD 2 | REPORT NUMBER: 13 | PROJECT LOCATION (45 typewriter spaces): S.R. 99W S.W. 3rd & S.W. 4th Couplet | ADT: 5,300 / 10,800 | FUTURE ADT: 8,100 / 12,800 | YEAR: 90 | REGION: 10 | STATE NAME: Oregon | STATE CODE: 35

CARD 3 | CHARACTER OF PROPOSED WORK (35 spaces): P.E., Install & Revise Traffic Sig. | NATL. FOREST | FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL AUTH YR. | PROJECT NUMBER: PREFIX LETTER(S): T- | NUMBER-AGR. NO.: 5007 (2)

CARD 4 | CLASS OF FEDERAL FUNDS [1]: TOPICS | COUNTY NAME: Benton | NAME OF URBAN AREA: Corvallis | F.A. SYSTEM: Primary Type II | RTE NO.: P-T | FEDERAL AID: 9 | STATE: 1 W

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
1		16	41	42	43 - 66	53					(54) (55)	(59) (66)	(67) (76)		
5 8-16-72					PE		ITEM AS NOW PROGRAMED	7	T-5007(2)	SR 99W SW 3rd & SW 4th Couplet and SW 2nd (Corvallis)	0.0	1,200	760	220 (city) 220	P.E., Revise nals on 3rd & and install 2 on 2nd St.
					ROW									8,950 (city)	
					CONST						0.0	49,000	31,100	8,950	
										PROJECT TOTAL	0.0	50,200	31,860	18,340	
5					PE		RE-QUESTED REVISION	7	T-5007(2)	SR 99W SW 3rd & SW 4th Couplet, SW 2nd and SW 5th St. (Corvallis) (Corvallis Central Business Dist. Traffic Signal System)	0.0	3,000	1,900	550 (city) 550	P.E., Revise nals on 3rd & 2 sets of sign install 3 sets St.
					ROW									26,800	
					CONST						0.0	(18) 147,000 (23)	(24) 93,400 (33)	26,800 (city)	
										PROJECT TOTAL	0.0	150,000	95,300	54,700	

CARD 1 | A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ | PROJECT WITHDRAWN YES ☐

CARD 1 | COLUMN 14 ⟶ | CODE 11 | CODE 2

REASON FOR CHANGE:

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: May 20, 1970	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
OTHER:	DATE: August 9, 1972	DATE:	DATE: AUG 1a
	SIGNATURE:	SIGNATURE:	SIGNATURE: Original signed by E. J. Valach
	Programing Engineer	TITLE:	TITLE: Dist. Engineer

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

RECEIVED
COUNTY & CITY SECTION
AUG 17 1972
EMGR. COOR. DE RE UE
UPE CE RE RPE

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

O. 8-37

AUG 16 1972

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces)		ADT		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
S.R. 99W	S.W. 3rd & S.W. 4th Couplet		5,300 10,800	8,100 12,800	90	10	Oregon	35	077	7

PROPOSED WORK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER		I PROJECTS ONLY	
		FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI.	DESIG.
& Revise Traffic Sig.								T-	5007 (2)		

FUNDS: TOPICS

COUNTY NAME: Benton — CODE

AREA: Corvallis

F.A. SYSTEM: Primary Type II

RTE NO.	FEDERAL AID	STATE	U.S.
P-T	9	1 W	

WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
PE		ITEM AS NOW PROGRAMED	7	T-5007(2)	SR 99W SW 3rd & SW 4th Couplet and SW 2nd (Corvallis)	0.0	1,200	760	220 (city) 220	P.E., Revise 12 sets of signals on 3rd & 4th St. Couplet and install 2 sets of signals on 2nd St.
ROW										
CONST						0.0	49,000	31,100	8,950 (city) 8,950	
					PROJECT TOTAL	0.0	50,200	31,860	18,340	
PE		RE-QUESTED REVISION	7	T-5007(2)	SR 99W SW 3rd & SW 4th Couplet, SW 2nd and SW 5th St. (Corvallis) (Corvallis Central Business Dist. Traffic Signal System)	0.0	3,000	1,900	550 (city) 550	P.E., Revise 12 sets of signals on 3rd & 4th St. Couplet, 2 sets of signals on 2nd St. and install 3 sets of signals on 5th St.
ROW										
CONST						0.0	147,000	93,400	26,800 26,800 (city)	
					PROJECT TOTAL	0.0	150,000	95,300	54,700	

has been submitted Yes ☐ — PROJECT WITHDRAWN YES ☐

CODE 11 — CODE 2

REASON FOR CHANGE:

into two or more projects. Prepare a form PR-1 for all ting from such action.

(OVER)

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE: August 9, 1972	DATE	DATE: AUG 16 1972
SIGNATURE	SIGNATURE	SIGNATURE: Original signed by E. J. Veloch
TITLE: Programing Engineer	TITLE	TITLE: Dist. Engineer

from one class of project to another, or covers joint financing, show both classes of funds involved.

FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48068-P61

Reason for Change: To revise the "Character of Proposed Work"; to add the installation of traffic signals on 5th Street at Harrison Blvd., Van Buren Ave., and Monroe Ave.; to eliminate installation of traffic signals on 2nd Ave. at Monroe Ave. and Jefferson Ave.; to add the revision of signals on 2nd St at Harrison Blvd. and Van Buren Avenue; to revise the "Project Cost" to reflect the added work.

Note: For PR 37: Preliminary Engineering

Field	$1,000
P.S. & E.	2,000
Total	$3,000

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

8-15-72

FEDERAL AID PROJECT NO.: F-5007(2)

STATE PROJECT NO.: CORVALLIS CENTRAL BUSINESS DISTRICT TRAFFIC SIGNALS

FROM:
G. L. GREEN, ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: T-7

COUNTY NAME: BENTON

PROGRAM STAGE (Check): ☐ 1. ☒ 2.

TO:

G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
AUG 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	August 15, 1972	PRIMARY ROUTE #9 & TYPE 2	PACIFIC HIGHWAY WEST 1-W & CITY STREETS

GENERAL LOCATION:

CITY OF CORVALLIS

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL AS REQUESTED IN MR. YOUNG'S AUGUST 9, 1972 LETTER.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

CC: R. BLADOW
F. HALL
8-16-72 JG

8-21-72
RLL

NOTED
R. D. ASBURRY

RECEIVED
AUG 21 1972
PROGRAMING SECTION

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-15-72	E. L. Walsh	ACTING DIVISION ENGINEER

8-21-72 NOTED by CHASE

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Walter W. S. George

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. G. M. Baldwin, Administrator of Highways
State of Oregon
Salem, Oregon

DATE: August 15, 1972

In reply refer to: 10-35-EC

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5007(2)
Corvallis Central Business District Traffic Signals
Location/Design Approval

Location/Design approval in accordance with the requirements of Paragraph 10 of PPM 20-8 is hereby granted for the construction of the subject TOPICS project as requested in Mr. Young's August 9, 1972 letter.

8-21-72
RETURNED TO
Young

cc: Dick Bladoan
11-8-72
JG

NOTED
R. D. ASBURRY

RECEIVED
AUG 21 1972
PROGRAMING SECTION

RECEIVED
AUG 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. W. CHASE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 12

FOR FILING

OREGON STATE HIGHWAY DIVISION

7861

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer ~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
ORIGINAL SIGNED BY
L. H. YOUNG

FROM **L. H. Young**
Programing Engineer

DATE **August 9, 1972**

SUBJECT **Location/Design Approval and PR-9 Program Change for Project T-5007(2) "Corvallis Central Business District Traffic Signals"**

We hereby request your approval of the Location/Design as set forth hereinafter and in the enclosed study report for Project T-5007(2), "Corvallis Central Business District Traffic Signals".

LOCATION/DESIGN

a. The locations are generally the existing intersections of Harrison Blvd., Van Buren Ave., Monroe Ave., Madison Ave., Jefferson Ave., Western Ave., with 2nd St., 3rd and 4th Sts. Couplet and 5th St. in Corvallis.

b. Design consists of two-phase pretimed traffic signals on 5th Street and upgrading of controllers, signal heads, and pedestrian signals on 3rd St., 4th St. and 2nd St.

More complete location/design details are contained in the enclosed study report which consists of the following document:

1 copy - Study Report (County and City Section memo of August 3, 1972)

The Highway Division and the City of Corvallis, having considered all the data as well as the social, economic and environmental effects, have concluded that the location/design is suitable for the project.

A public hearing is not required under the provisions of paragraph 6c of PPM 20-8. Please note that data on the PR-1 Program form indicated a public hearing offering was required as a change in traffic flow on Monroe Ave. required a change from two-way to one-way traffic flow; however, the city of Corvallis has, as of December 1971, established a one-way grid traffic circulation plan, and therefore, this project will not cause any change in traffic patterns and all work will be within existing right-of-way.

Documentation of State and District 4 Clearinghouse reviews was submitted with the program data for the project.

The description of the location/design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

We hereby request your concurrence in the following "Negative Declaration" for this project.

NEGATIVE ENVIRONMENTAL DECLARATION: This project, for the installation and upgrading of traffic control signalization devices to current standards at various highway and street intersections, represents a direct and noncomplicated approach to improving motorist safety by alleviating problems of traffic control at these congested intersections. Both the highway user and the people of the community will realize the benefits of this project by the smoother, more rapid and safer flow of pedestrian and vehicular traffic. The project will not materially change the flow or increase the concentration of traffic, and therefore, the anticipated effects upon the human environment will not be significant.

We further request your authorization to proceed with the P.S. & E. phase of preliminary engineering for final plan preparation as programed for the subject project.

We are also enclosing, for your approval, form PR-9 "Program Change" for the subject project to bring same into conformance with current planning and latest cost estimates.

Enc.

RNC:dg

cc F. B. Klaboe
E. S. Hunter
R. L. Schroeder
F. L. Hall
H. S. Cox
R. N. Chase
B. L. Gifford

FORM S-50 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 3, 1972

To: Mr. L. H. Young
Programing Engineer

B U I L D I N G

Attention: Mr. R. N. Chase

SUBJECT: Location/Design Approval
TOPICS Project T-5007(2)
CBD Traffic Signals
City of Corvallis

Processing for location/design approval is requested for the subject project.

STUDY REPORT

LOCATION: 17 intersections in the central business district (see enclosed map).

DESIGN: Install pretimed traffic control signals at three intersections on 5th Street. Upgrade traffic control signals at fourteen intersections on 2nd, 3rd and 4th Streets (see enclosed map).

This project has been modified from the originally requested project to conform to the one-way grid traffic circulation plan initiated by the City in December 1971.

This project represents a direct and uncomplicated approach to improving motorist safety. Both highway users and the people of the community will realize the benefits of the project, with no material harm to the natural environment.

Richard Bladorn
Urban Program Engineer
County and City Section

NOTED
R. D. ASBURRY

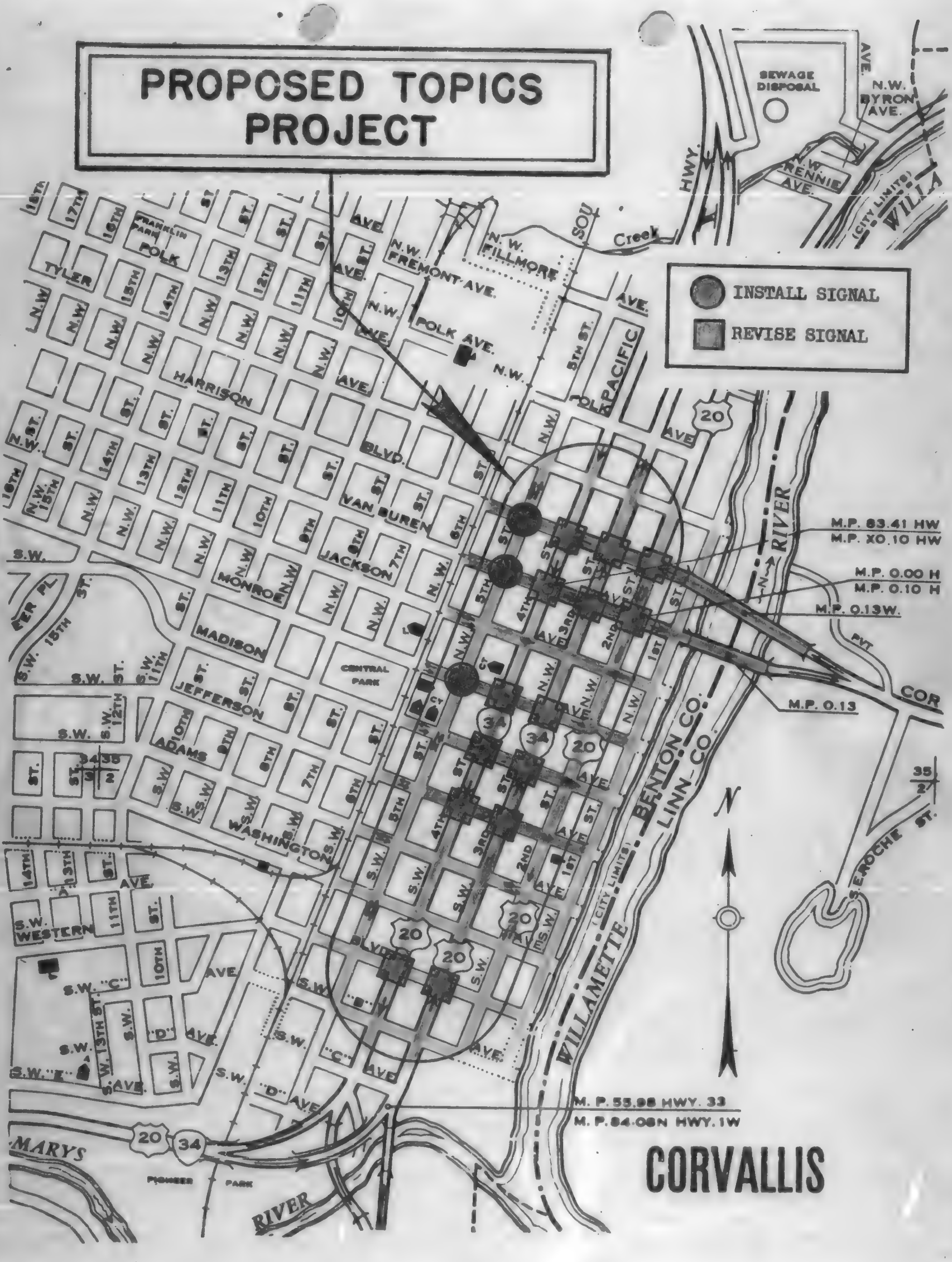
RB:lat

Att.

RECEIVED
AUG 4 1972
PROGRAMING SECTION

OP 0847S-784

PROPOSED TOPICS PROJECT



MEMO TO R. N. CHASE

DATE: August 3, 1972

TOPICS PROJECT PROGRAMING (REVISED)

CITY: Corvallis SECTION: Central Business District Traffic Signals

PROPOSED WORK: Install and upgrade traffic signals

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	147,000	88,200	29,400	29,400	
P.E.	3,000	1,800	600	600	
		FIELD 1,000		P.S.& E. Preparation	2,000

EXISTING FACILITIES:

3rd Street - 52 feet A.C. pavement with curbs and sidewalks
4th Street - 54 " " " " " " "
5th Street - 54 " " " " " " "

PROJECT DATA:

Install pretimed 2-phase traffic control signals on 5th Street at Harrison Blvd., Van Buren Ave., and Monroe Ave.

Upgrade traffic control signals on 3rd & 4th Streets at Harrison Blvd., Van Buren Ave., Monroe Ave., Madison Ave., Jefferson Ave., and Western Blvd.

Upgrade traffic control signals on 2nd Street at Harrison Blvd and Van Buren Ave.

STATUS OF AREAWIDE TOPICS PLAN: Approved by FHWA October 28, 1971
MAINTENANCE OF TRAFFIC OPERATIONS IMPROVEMENTS: By City per City-State agreement
PROJECT NO.: T-5007(2)
ADDITIONAL RIGHT OF WAY: None required
SYSTEM ACTION: None required
RAILROADS: None
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORICAL & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: None required
ROUTE DATA: FAP Type II, FAP 22, FAP 10 and FAS 216
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.
DISTRICT 2 CLEARINGHOUSE APPROVAL: May 27, 1970
HEARING: None required
ACCESS CONTROL: None
PARKING RESTRICTIONS: No change from existing - generally parking allowed on both sides of street

ADT: - -

Richard Bladorn
Urban Program Engineer
County and City Section

7/6/71
RB:lat

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

7861

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: June 30, 1972

In reply refer to: 10-35-DB

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5007(2)
City of Corvallis
CBD Traffic Signals

The revised traffic volumes and signal warrants for subject project as contained in the June 12, 1972 memorandum from Mr. Groh to Mr. Cox of your Division have been reviewed. The City's submission was excellent and generally supported signal warrants for intersection at 5th Street with Monroe Avenue, Van Buren Avenue, and Harrison Boulevard.

As requested in Mr. Cox's June 15, 1972 letter, you are authorized to proceed with development of this project involving signal modification and installations in the Corvallis CBD.

7-6-72
RETURNED TO
Bud

NOTED
TOM EDWARDS

7-6-72
Copies to
HS Coy
Bud George

RECEIVED
JUL 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. E. SCHROEDER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

PUBLIC WORKS DEPARTMENT (503) 752-4292

June 12, 1972

RECEIVED
COUNTY & CITY SECTION
JUN 14 1972
ENGR. CGOR. OE AE UE
UPE CE RE RPE

Mr. H.S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RE: TOPICS Project T-5007(2)
C.B.D. Traffic Signals

Dear Mr. Cox:

This is written in response to your letter dated April 25, 1972, which forwarded a memorandum from the Federal Highway Administration requesting additional information for the subject project.

We have revised our traffic volumes prviously submitted with new approach volumes taken during the week of May 22, 1972. The City Council has approved a street improvement district to construct the missing portion of N.W. 5th Street from Fillmore Avenue to Buchanan Avenue north of Dixon Creek. The completion of this project this summer will increase traffic flows considerably on 5th Street.

We hope that with this latest information, you will be able to secure project approval from the Federal Highway Administration.

Very truly yours,

Tony Groh

Tony Groh
Public Works Director

cc: Richard Bladorn, Urban Program Engineer
Jack P. Bilsborough, City Engineer
Jack Barrow, Traffic Technician

encl: 4 copies each warrant

CC: FHWA w/att.
John Hanks "

TRAFFIC SIGNAL WARRANT COMPARISON
FOR THE INTERSECTION OF
NW 5th STREET AND MONROE AVENUE

CORVALLIS, OREGON JUNE 1972

Warrant 1, Minimum Vehicular Volume (4C-3)

This warrant is satisfied when, for each of any 8 hours of an average day, the traffic volumes given below exist on the major and minor streets:

5th Street --- Major (Total of Both Approaches)

Minimum Warrant	Existing Condition
500 Vehicles/Hour	See Table I

Monroe Avenue --- Minor (One Approach)

Minimum Warrant	Existing Condition
150 Vehicles/Hour	See Table I

Warrant 2, Interruption of Continuous Traffic (4C-4)

This warrant is satisfied when, for each of any 8 hours of an average day, the traffic volumes given below exist on the major and minor streets:

5th Street --- Major (Total of Both Approaches)

Minimum Warrant	Existing Condition
750 Vehicles/Hour	See Table I

Monroe Avenue --- Minor (One Approach)

Minimum Warrant	Existing Condition
75 Vehicles/Hour	See Table I

Warrant 3, Minimum Pedestrian Volume (4C-5)

Not Applicable --- Insufficient Pedestrian Volumes

Warrants 4, 5 and 6 - Not Applicable

RECEIVED
COUNTY & CITY SECTION
JUN 14 1972
ENGR. COOR. GE AE UE
WPE CE RE RPE

TABLE I

VEHICULAR VOLUMES FOR THE INTERSECTION OF

NW 5th STREET AND MONROE AVENUE

CORVALLIS, OREGON JUNE 1972

The following traffic volumes are applicable to Warrants 1 and 2 (4C-3 and 4C-4). The volumes were recorded with STreeter Amet RCT Traficounters, and are considered to apply to an average day.

	5th Street — Major (Total of Both Approaches)	Monroe Avenue — Minor (One Approach)
10:00 AM - 11:00 AM	482	187
11:00 AM - 12:00 PM	579	261
12:00 PM - 1:00 PM	507	255
1:00 PM - 2:00 PM	532	237
2:00 PM - 3:00 PM	598	249
3:00 PM - 4:00 PM	598	294
4:00 PM - 5:00 PM	737	333
5:00 PM - 6:00 PM	678	274

* Approach Volumes Recounted during week of May 22, 1972.

TRAFFIC SIGNAL WARRANT COMPARISON
FOR THE INTERSECTION OF
NW 5th STREET AND VAN BUREN AVENUE

CORVALLIS, OREGON JUNE 1972

Warrant 1, Minimum Vehicular Volume (4C-3)

This warrant is satisfied when, for each of any 8 hours of an average day, the traffic volumes given below exist on the major and minor streets:

Van Buren Avenue --- Major Street

Minimum Warrant	Existing Condition
600 Vehicles/Hour	See Table II

5th Street --- Minor Street (One Approach)

Minimum Warrant	Existing Condition
150 Vehicles/Hour	See Table II

Warrant 2, Interruption of Continuous Traffic (4C-4)

This warrant is satisfied when, for each of any 8 hours of an average day, the traffic volumes given below exist on the major and minor streets:

Van Buren Avenue --- Major Street

Minimum Warrant	Existing Condition
900 Vehicles/Hour	See Table II

5th Street --- Minor Street (One Approach)

Minimum Warrant	Existing Condition
75 Vehicles/Hour	See Table II

Warrants 3, 4 and 5 - Not Applicable

NW 5th & VAN BUREN

Warrant 6, Accident Experience (4C-8)

This intersection has had 7 accidents during the past 12 month period. Six of the seven accidents were of the right-angle collision type. This type of accident can be expected to be eliminated or reduced with a traffic signal installation.

Item 1 The accident frequency has not changed significantly over the past 24 months, even after sufficient trial exposure of the remedies implemented.

Item 3 The existing vehicular and pedestrian volumes are less than 80% of the specified requirements for Warrants 2 and 3.

Item 4 The proposed signal installation will not disrupt progressive traffic flow.

TABLE II

VEHICULAR VOLUMES FOR THE INTERSECTION OF

NW 5th STkEET AND VAN BUREN AVENUE

CORVALLIS, OREGON JUNE 1972

The following traffic volumes are applicable to Warrants 1 and 2 (4C-3 and 4C-4). The volumes were recorded with Streeter Amet RCT Traficounters, and are considered to apply to an average day.

Van Buren Avenue --- Major (One-Way Facility)			5th Street --- Minor (One Approach)
10:00 AM	11:00 AM	539	162
11:00 AM	12:00 PM	600	172
12:00 PM	1:00 PM	750	192
1:00 PM	2:00 PM	644	212
2:00 PM	3:00 PM	717	198
3:00 PM	4:00 PM	711	200
4:00 PM	5;00 PM	866	253
5:00 PM	6:00 PM	746	271

* Approach Volumes Recounted during week of May 22, 1972

TRAFFIC SIGNAL WARRANT COMPARISON
FOR THE INTERSECTION OF
NW 5th STREET AND HARRISON BLVD.

CORVALLIS, OREGON JUNE 1972

Warrant 1, Minimum Vehicular Volume (4C-3)

This warrant is satisfied when, for each of any 8 hours of an average day, the traffic volumes given below exist on the major and minor streets:

Harrison Boulevard --- Major Street

Minimum Warrant	Existing Condition
600 Vehicles/Hour	See Table III

5th Street --- Minor Street (One Approach)

Minimum Warrant	Existing Condition
150 Vehicles/Hour	See Table III

Warrant 2, Interruption of Continuous Traffic (4C-4)

This warrant is satisfied when, for each of any 8 hours of an average day, the traffic volumes given below exist on the major and minor streets:

Harrison Boulevard --- Major Street

Minimum Warrant	Existing Condition
900 Vehicles/Hour	See Table III

5th Street --- Minor Street (One Approach)

Minimum Warrant	Existing Condition
75 Vehicles/Hour	See Table III

Warrant 3, Mininum Pedestrian Volume (4C-5)

Not Applicable --- Insufficient Pedestrian Volumes

Warrants 4, 5 and 6 - Not Applicable

TABLE III

VEHICULAR VOLUMES FOR THE INTERSECTION OF

NW 5th STREET AND HARRISON BOULEVARD

CORVALLIS, OREGON JUNE 1972

The following traffic volumes are applicable to Warrants 1 and 2 (4C-3 and 4C-4). The volumes were recorded with Streeter Amet MCT Traficounters, and are considered to apply to an average day.

	Harrison Blvd. --- Major (One-Way Facility)	5th Street --- Minor (One Approach)
10:00 AM - 11:00 AM	565	101
11:00 AM - 12:00 PM	596	155
12:00 PM - 1:00 PM	714	216
1:00 PM - 2:00 PM	618	153
2:00 PM - 3:00 PM	606	153
3:00 PM - 4:00 PM	658	182
4:00 PM - 5:00 PM	770	177
5:00 PM - 6:00 PM	739	248

1 Approach Volumes recounted during week of May 22, 1972.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

T

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 18, 1972

In reply refer to: 10-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

RECEIVED
COUNTY & CITY SECTION
APR 21 1972
☑ ENGR. ☑ CSSR. ☐ GE ☐ RE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

SUBJECT: Oregon Project T-5007(2)
C.B.D. Traffic Signals
City of Corvallis

We have reviewed the information on the subject project transmitted by Mr. Bladorn's March 7 and 27 letters and offer the following comments:

The City of Corvallis in its proposal to install new traffic signals at three intersections has provided information which we are unable to fully utilize to determine warrants. In checking Signal Warrants #1, #2, and #3 in the MUTCD, an average hourly volume for an eight-hour period was used by Corvallis. However, the MUTCD requires traffic volumes given in 4C-3, 4C-4, or 4C-5 for each of any eight hours of an average day to exist on the major and minor street. Hence the volume warrants information (Warrants 1, 2, and 3) is inadequate for all three intersections as given by Corvallis.

The following specific comments are made for the three intersections on NW 5th Street using the information dated March 21, 1972 as submitted by Corvallis:

Monroe Avenue

Warrant 4 - Not applicable
Warrant 5 - Progressive movement, 4c-7 in the MUTCD, is intended for situations where existing signals are spaced so far apart that progressive movement is lost. It further indicates that the installation of a signal according to this warrant should not be considered where the resultant signal spacing would be less than 1000 feet. The Corvallis proposal would not appear to qualify under this warrant for progressive movement on NW 5th Street.
Warrant 6 - Not applicable

(more)

NOTED
R. L. SCHROEDER

4-20-72
REFERRED TO
Bob Young

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 817-344

Harrison Boulevard

Warrant 4 - Not applicable
Warrant 5 - Not applicable - see Monroe Avenue
Warrant 6 - Not applicable

Van Buren Avenue

Warrant 4 - Not applicable
Warrant 5 - Not applicable - see Monroe Avenue
Warrant 6 - The number of accidents of the right angle type appear adequate in number. However, Items 1, 3, and 4 of 4C-8 in the MUTCD should be checked.

In summary, Warrants 1, 2, and 3 for the three proposed signal locations should be checked in accordance with the MUTCD for each of the eight hours studied, not for the average of the eight hours.

On the basis of the other warrants studied, it does not appear that these warrants are met with the possible exception of Van Buren Avenue for Warrant 6. This should be checked for Items 1, 3, and 4 of 4C-8.

If it is desired, we will be available to meet with Highway Division and City of Corvallis representatives to discuss the project.

COA

RECEIVED
APR 13 1972
OFFICE OF
STATE HIGHWAY ENGINEER

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

PUBLIC WORKS DEPARTMENT

(503) 752-4292

March 21, 1972

RECEIVED
COUNTY & CITY SECTION
MAR 24 1972
☐ ENGR. ☑ OGR. ☐ CE ☐ AE ☑ U2
☐ UPE ☑ CE ☐ RE ☐ PPE ☐

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon

Re: TOPICS Project T-5007 (2)
Central Business District
Traffic Signals

Dear Mr. Cox:

The enclosed traffic signal warrant comparisons have been revised from my earlier transmittal of March 6, 1972, and show the latest intersection approach volumes for 5th and Monroe, 5th and Van Buren and 5th and Harrison. This latest data is the average of the week day 8 hour peak volume periods. This correlates the two street volumes to the same 8 hour period.

Very truly yours,

Tony Groh
Director of Public Works

JB:pj

enc. 4 copies each warrant
cc: Richard Bladorn, Urban Program Engineer
Jack P. Bilsborough, City Engineer
Jack Barrow, Traffic Technician

CC: John Hanks w/att.

RECEIVED
COUNTY & CITY SECTION
MAR 24 1972
ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE ☐
DPE ☐ CE ☐ RE ☐ PPE ☐

TRAFFIC SIGNAL WARRANT COMPARISON FOR THE INTERSECTION OF NW 5th STREET AND MONROE AVENUE

CORVALLIS, OREGON MARCH 1972

Warrant 1, Minimum Vehicular Volume (4C-3)*

Average Hourly Volume on Monroe, the major street --- 8-hour period

Minimum Warrant	Existing Condition
(A) 500 vehicles/hour	(B) 266 vehicles/hour

Average Hourly Volume on 5th Street, the minor street --- 8-hour period (one direction only)

Minimum Warrant	Existing Condition
150 vehicles/hour	(B) 306 vehicles/hour

NOTES:

(A) This minimum warrant applies to the total of both approaches for the major street. In this particular case, the existing condition reflects one approach only, due to street traffic pattern.

(B) If we reverse our street designations noted above and make 5th Street the major street, and Monroe Ave. the minor street, the existing conditions would be as follows:

5th Street --- Major (Both Approaches)

Minimum Warrant	Existing Condition
500 vehicles/hour	572 vehicles/hour

Monroe Ave. --- Minor (One Approach)

Minimum Warrant	Existing Condition
150 vehicles/hour	266 vehicles/hour

*Manual on Uniform Traffic Control Devices for Streets and Highways --- U.S. Dept. of Transportation, Federal Highway Administration - 1971

Revised 3-21-72

5th & Monroe

Warrant 2, Interruption of Continuous Traffic (4C-4)*

Average Hourly Volume on 5th Street, the major street --- 8-hour period

Minimum Warrant	Existing Condition
750 vehicles/hour	572 vehicles/hour

Average Hourly Volume on Monroe Ave., the minor street --- 8-hour period (one direction)

Minimum Warrant	Existing Condition
75 vehicles/hour	266 vehicles/hour

Warrant 3, Minimum Pedestrian Volume (4C-5)*

Average Hourly Volume on 5th Street, the major street --- 8-hour period

Minimum Warrant	Existing Condition
600 vehicles/hour	572 vehicles/hour
150 Pedestrians/hour Across Major Street	58 Pedestrians/hour (4-hour count)

Warrant 4, School Crossing (4C-6)*

NOT APPLICABLE

Warrant 5, Progressive Movement (4C-7)*

Fifth Street signal installations at Harrison, Van Buren and Monroe as proposed, will provide the desired degree of platooning and speed control on 5th Street, and would constitute a progressive signal system.

Warrant 6, Accident Experience (4C-8)*

This intersection has had only one accident during the past 12 month period. The accident occurred prior to the CBD one-way grid change made in September 1971.

This warrant is not applicable.

*Manual on Uniform Traffic Control Devices for Streets and Highways --- U.S. Dept. of Transportation, Federal Highway Administration - 1971

TRAFFIC SIGNAL WARRANT COMPARISON
FOR THE INTERSECTION OF
NW 5th STREET AND HARRISON BOULEVARD

CORVALLIS, OREGON MARCH 1972

Warrant 1, Minimum Vehicular Volume (4C-3)*

Average Hourly Volume on Harrison, the major street --- 8-hour period

Minimum Warrant	Existing Condition
600 vehicles/hour	680 vehicles/hour

Average Hourly Volume on 5th Street, the minor street --- 8-hour period (one direction only)

Minimum Warrant	Existing Condition
150 vehicles/hour	147 vehicles/hour

Warrant 2, Interruption of Continuous Traffic (4C-4)*

Average Hourly Volume on Harrison, the major street --- 8-hour period

Minimum Warrant	Existing Condition
900 vehicles/hour	680 vehicles/hour

Average Hourly Volume on 5th Street, the minor street --- 8-hour period (one direction only)

Minimum Warrant	Existing Condition
75 vehicles/hour	147 vehicles/hour

*Manual on Uniform Traffic Control Devices for Street and Highways --- U.S. Dept. of Transportation, Federal Highway Administration - 1971

Revised 3-21-72

5th & Harrison

Warrant 3, Minimum Pedestrian Volume (4C-5)*

Average Hourly Volume on Harrison, the major street --- 8-hour period

Minimum Warrant	Existing Conditions
600 vehicles/hour	680 vehicles/hour
150 Pedestrians/hour Across Major Street	12 Pedestrians/hour (4 hour count)

Warrant 4, School Crossing (4C-6)*

NOT APPLICABLE

Warrant 5, Progressive Movement (4C-7)*

Harrison Boulevard traffic is part of a westbound one-way progressive signal system due to adjacent signals at 2nd, 3rd and 4th Streets.

Fifth Street signal installations at Harrison, Van Buren and Monroe as proposed, will provide the desired degree of platooning and speed control on 5th Street, and would constitute a progressive signal system.

Warrant 6, Accident Experience (4C-8)*

During the past 12-month period only 2 accidents, therefore this warrant is not applicable.

*Manual on Uniform Traffic Control Devices for Streets and Highways --- U.S. Dept. of Transportation, Federal Highway Administration - 1971

TRAFFIC SIGNAL WARRANT COMPARISON
FOR THE INTERSECTION OF
NW 5th STREET AND VAN BUREN AVENUE

CORVALLIS, OREGON MARCH 1972

Warrant 1, Minimum Vehicular Volume (4C-3)*

Average Hourly Volume on Van Buren, the major street --- 8-hour period

Minimum Warrant	Existing Condition
600 vehicles/hour	587 vehicles/hour

Average Hourly Volume on 5th Street, the minor street --- 8-hour period (one direction only)

Minimum Warrant	Existing Condition
150 vehicles/hour	232 vehicles/hour

Warrant 2, Interruption of Continuous Traffic (4C-4)*

Average Hourly Volume on Van Buren, the major street --- 8-hour period

Minimum Warrant	Existing Condition
900 vehicles/hour	587 vehicles/hour

Average Hourly Volume on 5th Street, the minor street --- 8-hour period (one direction only)

Minimum Warrant	Existing Condition
75 vehicles/hour	232 vehicles/hour

Warrant 3, Minimum Pedestrian Volume (4C-5)*

Average Hourly Volume on Van Buren, the major street --- 8-hour period

Minimum Warrant	Exisiting Condition
600 vehicles/hour	587 vehicles/hour
150 Pedestrians/hour Across Major Street	8 Pedestrians/hour (4-hour count)

*Manual on Uniform Traffic Control Devices for Streets and Highways --- U.S. Dept. of Transportation, Federal Highway Administration - 1971

Revised 3-21-72

5th and Van Buren

Warrant 4, School Crossing (4C-6)*

NOT APPLICABLE

Warrant 5, Progressive Movement (4C-7)*

Van Buren Avenue traffic is one-way eastbound at this intersection, and enters into a progressive signal system starting at 4th Street, progressing east through 3rd and 2nd Streets.

Fifth Street signal installations at Harrison, Van Buren and Monroe as proposed, will provide the desired degree of platooning and speed control on 5th Street, and would constitute a progressive signal system.

Warrant 6, Accident Experience (4C-8)*

This intersection has had 7 accidents during the past 12 month period. Six of the seven accidents were of the right-angle collision type. This type of accident can be expected to be eliminated or reduced with a traffic signal installation.

*Manual on Uniform Traffic Control Devices for Streets and Highways --- U.S. Dept. of Transportation, Federal Highway Administration - 1971

▶	EXISTING ONE-WAY TRAFFIC
⇄	TWO-WAY TRAFFIC
■	TURNING MOVEMENT COUNTS TAKEN
5,727	TRAFFIC VOLUMES - ADT (TAKEN AFTER CBD ONE-WAY STREET SYSTEM CHANGED)
5,727	TRAFFIC VOLUMES - ADT (TAKEN PRIOR TO CBD ONE-WAY STREET SYSTEM CHANGE)

NO.	DATE	REVISION	BY
1	MAR. 72	REVISED	JAG

CITY OF CORVALLIS
ENGINEERING DEPT.

EXISTING C.B.D. TRAFFIC FLOW
WITH PROPOSED
6th. STREET SEPARATION

DES.	DRN. N. J. C.	CKD.
DATE JUNE, 1971	SCALE 1" = 200'	SHEET 1 OF 1

N.W. 5th.

32
80

ST.

1,790

1,567

3,805

AVE.

BLVD

AVE.

AVE.

COUNTY COURT HOUSE

JACKSON

VAN BUREN

HARRISON

TYLER

2,635

POLK

N.W. 4th.

ST.

10,505

5,450

U.S. NAT'L. BANK

2,747

N.W.

N.W.

8,215

12,644

N.W.

1,675

N.W.

N.W. 3rd.

N.W.

ST.

13,278

6,330

1st NAT'L. BANK

9,215

9,068

N.W. 2nd.

ST.

4,293

TO HWY. 20

6,190

7,452

N.W. 1st.

50
78

ST.

1,859

7,038

GRAVEL

OLK
AVE.
ER
AVE.
RISON
BLVD.
BUREN
AVE.
KSON
AVE.
ST.
5th.
6th.
7th.
8th.
8,984
7,738
1,790
3,805
667
80
32

4,455
5,727
4,293
POST OFFICE
CITIZENS BANK
S.W. 1st.
ST.
N.W. 1st.
ST.
GRAVEL
2,309
1,859
WILLAMETTE RIVER
EXISTING ONE
TWO-WAY TRA
TURNING MOVEM
5,727 TRAFFIC VOLUME
CBD ONE-WAY S
5,727 TRAFFIC VOLUME
CBD ONE-WAY

S.W. 8th. ST.

N.W. 8th. ST.

S.W. 7th. ST.

CENTRAL PARK

N.W. 7th. ST.

S.W. 6th. ST.

N.W. 6th. ST.

WASHINGTON AVE.

ADAMS AVE.

JEFFERSON AVE.

MADISON AVE.

JACKSON AVE.

P.P.&L.

POLICE

CITY HALL

MONROE AVE.

N.W. 5th. ST.

RESTRICT PARKING

RESTRICT PARKING

RESTRICT PARKING

MOTEL

MOTEL

STANDARD STATION

SAFEWAY STORE

RICHEY'S MARKET

PENNYS

HOTEL PAYLESS

COUNTY COURT HOUSE

S.W. 4th. ST.

N.W. 4

MOTEL C.C.

LIPMANS

WHITESIDE THEATER

U.S. NAT'L. BANK

S.W. 3rd. ST.

McGREGOR

N.W. 3rd. ST.

PARKING AREA

S.W. SOUTH

NORTH

1st. NAT'L. BANK

5,007 32/74 43/78 54/76 3,020 2,785 1,667 32/80

2,163 8,023 54/74 10,475 10,505

3,571 2,751 4,011 3,647 2,747

10,015 52/76 12,380 13,278

3,909

532

S.W. 8th. ST.

N.W. 8th. ST.

S.W. 7th. ST.

CENTRAL PARK

N.W. 7th. ST.

AVE.

S.W. 6th. ST. AVE.

N.W. 6th. ST.

WASHINGTON

ADAMS

S.W. JEEFERSON

P.P.&L.

POLICE

CITY HALL

MONROE

AVE.

N.W. 5th. ST.

S.W. 5th. ST.

43/78

54/76

32/74

5,007

3,020

2,785

1,667

32/80

RESTRICT PARKING

RESTRICT PARKING

RESTRICT PARKING

MOTEL

MOTEL

STANDARD STATION

2,163

S.W. 4th. ST.

SAFEWAY STORE.

MADISON

RICHEY'S MARKET

PENNYS HOTEL PAYLESS

3,909

COUNTY COURT HOUSE

JACKSON

S.W.

N.W. 4t

8,023

54/74

10,475

10,505

WHITESIDE

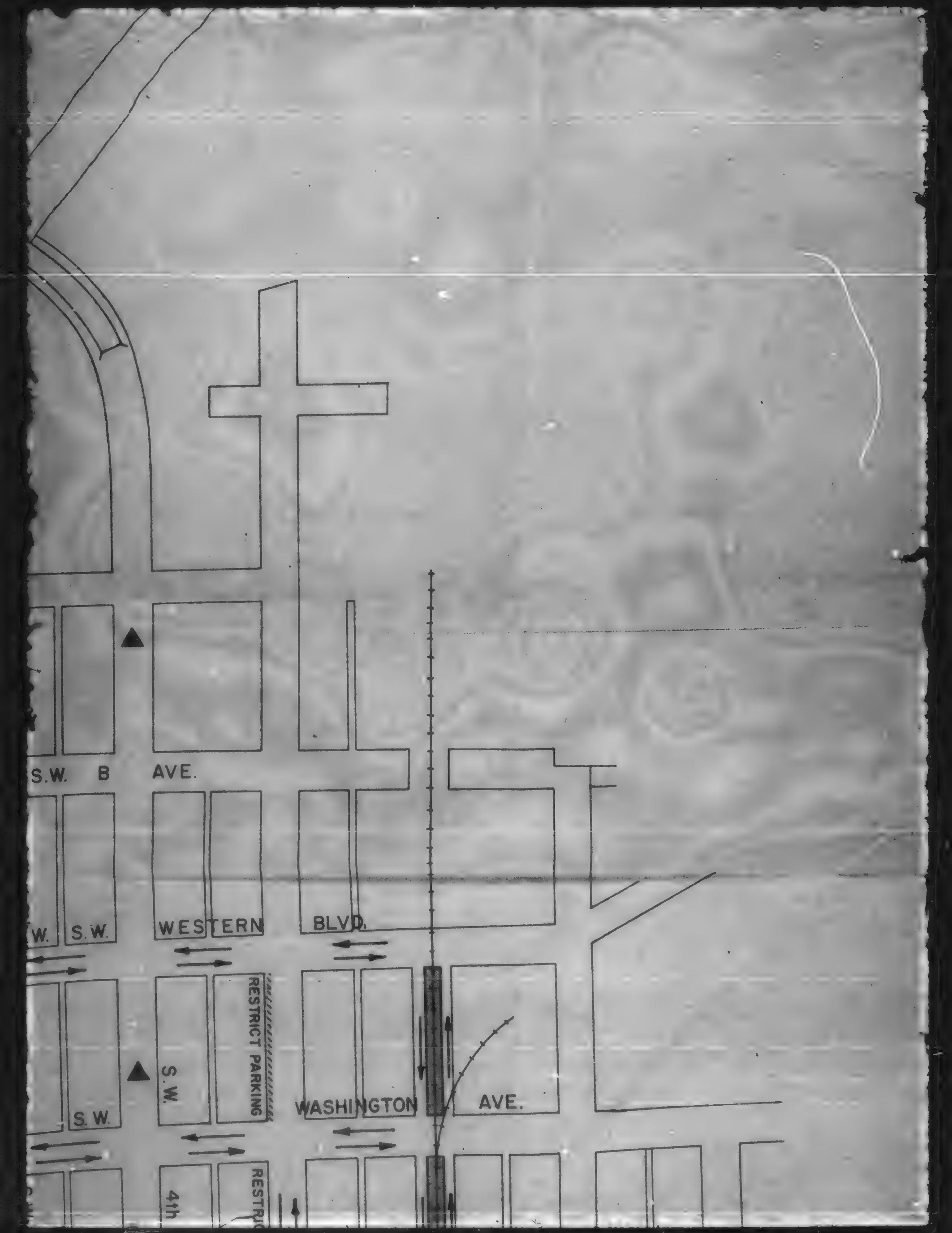
U.S. NAT'L

MARYS RIVER

80

S.W.

GR


S.W. B AVE.
W. S.W.
WESTERN BLVD.
S.W.
RESTRICT PARKING
S.W.
WASHINGTON AVE.
4th

AVE.

WESTERN BLVD.

S.W. RESTRICT PARKING

WASHINGTON AVE.

4th RESTRICT

Files

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: October 28, 1971

In reply refer to: 08-35.3/
711.14/T5007

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Corvallis Areawide TOPICS Plan

Klahorn 11-2-71

REFERRED TO Cof Dept. Engr.

to Rondel

The Corvallis Areawide TOPICS Plan, as presented in the CH2M report "Corvallis Urban Area Traffic Safety Study and Recommended Street System Improvements", is approved. The Federal-aid Primary Type II System for Corvallis was also included in this report. Due to a request by the city to institute angle parking on several of the streets on the proposed Type II System, your October 4 letter requested a modification of the system shown in CH2M's report.

Although the street sections on which the city plans to install diagonal parking are now removed from the FAP Type II System, we feel the responsibility to repeat our concern and objection to such a plan.

The proposed design provides for only one lane of moving traffic. This lane can become plugged with vehicles backing from parking stalls and hence the movement of traffic would be constantly interrupted. Provisions for two lanes at intersection approaches with north-south arterials would help, but would not be sufficient. The cross streets are necessary for circulating traffic in the CBD area. Any congestion in the single lane on those cross streets designated for angle parking will be felt in the north-south streets also.

In addition to the detrimental effect on traffic flow, all studies on the influence of parking on safety have indicated that angle parking is three to five times more dangerous than parallel parking.

Some cities have found that a very sucessful way to attract customers to the CBD area is to provide adequate off-street parking, and retain the street system for the convenient and efficient movement of vehicles in and out of the area. We believe that Corvallis should be encouraged to consider that approach if their parking studies show a deficiency in spaces.

Subject to consideration of the above comments, the Type II System as shown in the safety report is approved with the following deletions:

Monroe Street - 1st to 5th Street
Madison Street - 1st to 6th Street
Jefferson Street - 1st to 5th Street

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

The eligibility of individual projects for TOPICS funds will be determined as each project is submitted for program approval.

Please submit six copies of the corrected FAP Type II System maps and corrected mileage tables for our distribution.

cc:
Region (08-00.334)
OSHD (Unrein)

RECEIVED
NOV 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 1 - 1971
FOR FILING
7861

September 30, 1971

Mr. Tony Groh
Director of Public Works
City of Corvallis
City Hall
Corvallis, Oregon 97330

Dear Mr. Groh:

Your Traffic Safety Study was submitted to the Federal Highway Administration on September 29. This submittal was delayed due to the lack of Benton County's statement as to the compatibility of the study with their future plans and programs.

In reference to your proposed project to upgrade the traffic signal system in the Central Business District, it was pointed out in our meeting with you on September 1 that the Federal Highway Administration will not participate in a project which contains proposed diagonal parking nor will they allow diagonal parking to be placed on any Federal-aid route.

At that time, it was suggested that the City request removal of the affected streets from the FAP, Type II System, thereby making them no longer subject to Federal regulations.

If this is your intention, please submit a formal request naming the specific streets which you wish removed from the FAP, Type II System.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
H. S. Cox
F. B. Crandall
J. B. Boyd

RB:ljt srb

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

PUBLIC WORKS DEPARTMENT
(503) 752-4292

September 24, 1971

RECEIVED
COUNTY & CITY SECTION
SEP 28 1971
☐ ENGR. ☑ OPR. ☐ CE ☐ AE ☐ DE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

Mr. Fred Klaboe
Assistant State Highway Engineer
Oregon State Division of Highways
Salem, Oregon

Attn: Dick Unrein

Re: Proposed TOPICS Project for Upgrading Signals in Central Business District

Gentlemen:

As a follow-up to our request of July 20, 1971, to modify and pursue the above mentioned TOPICS project, please find attached a letter by Leonard D. Schoolcraft, Project Manager, for the Corvallis Urban Area Traffic Safety Study which makes reference to the modernization and modifying of the Central Business District's signalization system. We presume by this time that you have analyzed and approved copies of the Corvallis Urban Area Traffic Safety Study and Recommended Street System Improvements Report which was done for the City by the firm of Cornell, Howland, Hayes and Merryfield, and approved by the Corvallis City Council.

Attached also for your information is a copy of the letter from the Board of County Commissioners of Benton County, indicating that they had reviewed the Corvallis Traffic Safety Study and found it to be compatible with their future plans and programs for road improvement projects. We would also like to bring to your attention the fact that Table 14.3 of the study lists existing data for 5th St. and refers to the use of 5th St. as a future arterial street in the Central Business District. Figure 15.10 of the study recommends the use of 5th St. as a future traffic corridor and Table 17.3 refers to the development of a 5th St. arterial, which we believe will bear out our requests for consideration for the installation of signals on 5th St. and Monroe, Van Buren, and Harrison Avenues. We will be glad to provide you with more detailed information in this regard if it is deemed necessary by your office.

May we also remind you that a public meeting was held regarding this proposed traffic upgrading plan when the 1st Street by pass was being considered in 1970. Some of your personnel were in attendence at this meeting.

Thank you for your consideration.

Very truly yours,

Tony Groh

Tony Groh
Director of Public Works

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SEP 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

JPB:rm
Attachments: As stated.

bc R. L. Porter
F. B. Klaboe
L. H. Young
F. B. Crandall

August 6, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97308

Re: TOPICS Project T-5007(2)
C. B. D. Traffic Signals
City of Corvallis

Dear Mr. Simpson:

The subject TOPICS project has been inactive for over a year while the City explored the possibility of a downtown bypass. The temporary bypass suggested for 1st Street has been rejected and the eastside bypass is economically unavailable. Therefore, the City desires to reactivate their former proposal to upgrade the traffic signals in the Central Business District as the only acceptable alternative.

The original proposal has been modified somewhat. The two proposed traffic signals on 2nd Street at Monroe Avenue and Jefferson Avenue have been eliminated in favor of three new signals on 5th Street at Harrison Boulevard, Van Buren Avenue and Monroe Avenue . Also signal modifications have been added for the existing traffic signals on 2nd Street at Harrison Boulevard and Van Buren Avenue. The City proposes to set up a one-way grid system as shown on the enclosed map and to revise, at their own expense, the metered, parallel parking on Jefferson, Madison, and Monroe Avenues between 2nd and 5th Streets to free diagonal parking.

The City and State recognize the fact that the Federal Highway Administration has historically discouraged diagonal parking adjacent to through lanes; however, in the case of the streets in question, the City has pointed out that their intention is to encourage through east-west traffic to bypass the downtown area. By making these side streets basically free parking lots with a single one-way traffic lane, cross traffic and turning movements on 3rd and 4th Streets will be cut to a minimum, resulting in a safer and smoother flow of traffic on 3rd and 4th Streets.

☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☑ DE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

2nd Street has had diagonal parking for many years and the only change proposed for it will be conversion to one-way traffic between Adams Avenue and Van Buren Avenue.

The City expects the change to diagonal parking to add 70 new spaces and to remove 77 parking meters. Metered parking will remain on 3rd and 4th Streets.

This modified proposal has been revieved by our Traffic Section with the recommendation that two-lane approaches be provided to 3rd and 4th Streets from the streets with diagonal parking.

Please review the enclosed data and comment as to whether or not you concur with the City's requested modification of the project.

Very truly yours,

R. L. Porter
State Highway Engineer

By

H. S. Cox
County and City Engineer

RB:lat
Encl.

(FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TO :

DATE:

In reply refer to: 36-20

FROM : J. D. Lacy, Director
Office of Traffic Operations
Washington, D.C.

SUBJECT: Angle Parking on Federal-aid Highway Projects

We have reviewed your May 20 memorandum to Division Engineers on the subject and have discussed the subject with the Office of Engineering and Operations. Both offices are concerned in that your memorandum may be interpreted to convey an unintended liberalization regarding the approval of diagonal parking.

All studies on the influence of parking on safety have indicated that angle parking is three to five times more dangerous than parallel parking. This is the basis for the flat requirement in IM 21-10-60 that ". . . angle parking adjacent to the through lanes is not to be permitted. . ." on major streets where Federal-aid projects are involved.

Your memorandum does not suggest any liberalization for other Federal-aid projects but specifically states the TOPICS program to be excepted from this reasoning because of the characteristics of the program. We agree there may be a few exceptional cases where it would be acceptable to allow existing angle parking to remain on TOPICS projects on minor Type II primary routes until such time as it adversely affects safety or capacity. Major streets on the Type II system would still be covered by the criteria on IM 20-10-60. However, since the adverse effects of angle parking on safety has been so clearly demonstrated we find it difficult to visualize the circumstances where it may not be unsafe, even on minor streets that may be included in the Type II system. Therefore, the study you suggest to support a case for angle parking would have to be very thorough and contradict the generally known adverse affects of such parking. We would appreciate an opportunity to review such a study report prior to field approval of any project where angle parking is to be permitted.

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MAY 4 1971
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HAWAII DIV.
MONTANA DIV.
OREGON DIV.
WASHINGTON DIV.
[illegible] DIV. [illegible]
WASHINGTON, D. C.
7-8-70 gcl

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FHWA-121 (12-69)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TO : Division Engineers

DATE: May 20, 1970

In reply refer to:

FROM :

SUBJECT: Angle Parking on Federal-aid Highway Projects

It has been our policy to prohibit angle parking adjacent to through traffic lanes on Federal-aid highway projects because of safety and capacity considerations. An important element in the design of a project is the number of through traffic lanes required to serve traffic needs during the design period. A project design is based on relatively free flowing traffic and it follows that if angle parking is allowed, it may be necessary to expand right-of-way takings and construct a wider facility. These resulting additional costs are not considered a proper Federal-aid expense in view of the great need to provide highway facilities in both urban and rural areas which will best serve the overall needs of the traveling public. We do consider parallel parking acceptable on Federal-aid projects when sufficient width exists for parking and through lanes. Because of the need to provide a facility which will serve traffic needs throughout the entire design period, we believe it is in the best public interest to continue prohibiting angle parking on normal Federal-aid highway projects.

We have in the TOPICS program an exception to the reasoning expressed above. The TOPICS Program is to address itself to the short-term traffic needs of the city (less than five years) and as such is considered an interim immediate action program. The planning and design studies involved in the TOPICS Program should definitely identify the traffic congestion and safety problems, and the project should be directed toward eliminating these problem areas. If studies indicate that angle parking is a problem, it should be eliminated as part of the project. However, if the study supports the position that angle parking does not affect the safety and capacity, existing angle parking could be allowed to remain until such time as it becomes a safety or capacity problem. We would expect that the city, State and your office give very careful consideration to the parking question on each TOPICS project, as angle parking can defeat the advantages of modern traffic control devices.

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BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

T.

City of Corvallis

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

PUBLIC WORKS DEPARTMENT

(503) 752-4292

RECEIVED
COUNTY & CITY SECTION
JUL 22 1971
ENGR. COOR. OE AE UE
UPE CE RE RPE

July 20, 1971

Mr. Fred Klaboe
Assistant State Highway Engineer
Oregon State Division of Highways
Salem, Oregon

ATTENTION: Dick Unrein

Re: Proposed City of Corvallis Improvement for Traffic Flow in Central Business District and Request to modify and pursue installation of proposed TOPICS Project for upgrading signals in Central Business District.

Gentlemen:

Because of recent decisions by the State Highway Commission not to consider a Corvallis by-pass system to get through traffic off of N.W. Third and Fourth Streets (State Highway Routes 20 and 34), nor even to consider the temporary First Street by-pass, the City of Corvallis is proposing to immediately pursue a traffic up-grading program for the Central Business District for which we solicit your concurrence. We also request that you activate and modify the proposed "TOPICS Project for Upgrading Signals in the Central Business District" for an early construction date.

The present traffic plan for the Central Business District is as shown on Exhibit "A", which includes a mixture of two-way and one-way traffic and State Highway traffic on the north-south streets, and basically two-way traffic on the east-west streets. The exceptions are Van Buren Avenue and Harrison Boulevard which have one-way traffic including State Highway Route traffic. Third and Fourth Streets have one-way traffic with parallel metered curb parking on each side and are subject to considerable conflicts with shopper-pedestrian traffic, curb parking activities, and left turn movements at each intersection with the east-west local street system. The east-west local street system consists of 52 foot wide streets, curb to curb, with two-way traffic and metered curb parking, both sides.

The proposed City traffic plan will be as shown on Exhibit "B" which will include changing to one-way traffic on Jefferson, Madison, Monroe and Jackson Avenues between First and Fifth Streets. The parallel metered curb parking on Jefferson, Madison and Monroe Avenues will be changed to 45° diagonal free parking between Second and Fifth Streets, with 17 feet being used for parking on each side and one 18 foot through land for local shopper traffic. This change will provide 121 free parking stalls in the nine block area, which includes 70 additional new spaces and the removal of 77 parking meters on the three named avenues between Second and Fifth Streets. Existing traffic signals at the Third and Fourth Street intersections with Jefferson, Madison and Monroe will be modified to provide for the one-way traffic. Another feature of the

proposed traffic plan is the up-grading of Fifth Street between Western and Harrison Boulevards. Eventually four traffic lanes will be provided. This street will be two-way, and give priority to through traffic, which will tend to divert local traffic from Third and Fourth Streets.

Second Street between Van Buren and Adams Avenues will become one-way as shown on Exhibit "B". This street currently already has diagonal parking on both sides from Jackson to Western Boulevard. First Street will remain with two-way traffic.

The above proposed traffic plan agrees with the approved plan for an ultimate one-way grid system in the Central Business District, and will enhance the flow and safety of through traffic on Third and Fourth Streets (State Highway Routes), and greatly enhance the safety to the local shopper traffic and pedestrians by:

1. Creation of a free parking area on the east-west streets to reduce the demand for existing metered parking on Third and Fourth Streets.

2. Eliminating conflicting left turn movements at the 8 intersections of Third and Fourth Streets with Jefferson, Madison and Monroe by introducing one-way traffic only for each leg of the intersections.

3. Reducing pedestrian-automobile conflicts by approximately one half for the eight named intersections by reducing left turn movements by one half for the minor street traffic at each location.

4. Reducing demand for parking on Third and Fourth Streets which will reduce conflicts between shopper parking activity and through State Highway Traffic.

We believe the above plan for Improvement of Traffic Flow in the Central Business District will greatly enhance traffic flow on Third and Fourth Streets, and pedestrian and auto safety within the nine block area designated.

We also recommend that the proposed TOPICS Plan for upgrading signals in the Central Business District be modified by: installing new signal systems on Fifth Street at Monroe, Van Buren and Harrison Avenues in lieu of on Second Street at Monroe and Jefferson Avenues; upgrading 12 existing signals on Third and Fourth Streets from Western Boulevard to Harrison; and upgrading two existing signals on Second Street at Van Buren and Harrison. This is a total of 14 signals in lieu of upgrading 12 existing signals on Third and Fourth Streets only.

We request your concurrence with our proposed City of Corvallis Improvement of Traffic Flow Plan for the Central Business District and your approval for modifying the proposed TOPICS Project for Upgrading Traffic Signals in the Central Business District and to proceed with the design and construction of the project.

Very truly yours,

Tony Groh

Tony Groh
Public Works Director

JPB/cf

Enclosures: Exhibits A and B (four copies each)
cc: Jack Bilsborough, City Engineer
Jack Barrow, Traffic Technician

N.W. 2ND ST.

U. S. HWY 20
(TO ALBANY)

N. W. 1ST ST.

IVER

AFFIC

TION PLAN

FFIC SIGNAL

AFFIC SIGNAL

TE EXISTING SIGNAL

OREGON HWY 34
(TO INTERSTATE 5)

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CITY OF CORVALLIS
ENGINEERING DEPT.

EXHIBIT "B"

CENTRAL BUSINESS DISTRICT

PROPOSED TRAFFIC CIRCULATION PL

DES.	DRN. N. J. C.	CKD.
	SCALE 1" = 200'	SHEET 1 OF

N. W.

N. W.

N. W.

N. W.

N. W.

N. W. 8TH ST.

N. W. 7TH ST.

N. W. POLK AVE.

N. W. 6TH ST.

N. W. 5TH ST.

N. W. 4TH ST.

N. W. 3RD ST.

MONROE AVE.

N. W. JACKSON AVE.

N. W. VAN BUREN AVE.

N. W. HARRISON BLVD

N. W. 5TH ST.

N. W. 6TH ST.

N. W. 7TH ST.

N. W. 8TH ST.

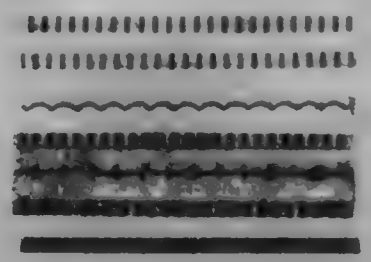
N. W. TYLER AVE.

N. W. POLK AVE.

S W 1ST ST

WILLAMETTE

LEGEND



5TH STREET BUSINESS ROUTE

PROPOSED COLLECTOR STREET (C.A.T.S.)

6TH STREET RAILROAD ISOLATION

EXISTING ARTERIAL STREETS

PRO

FUT

RET

S.W. 6TH ST.

S.W. 5TH ST

S.W. 4TH ST

S.W. 3RD ST

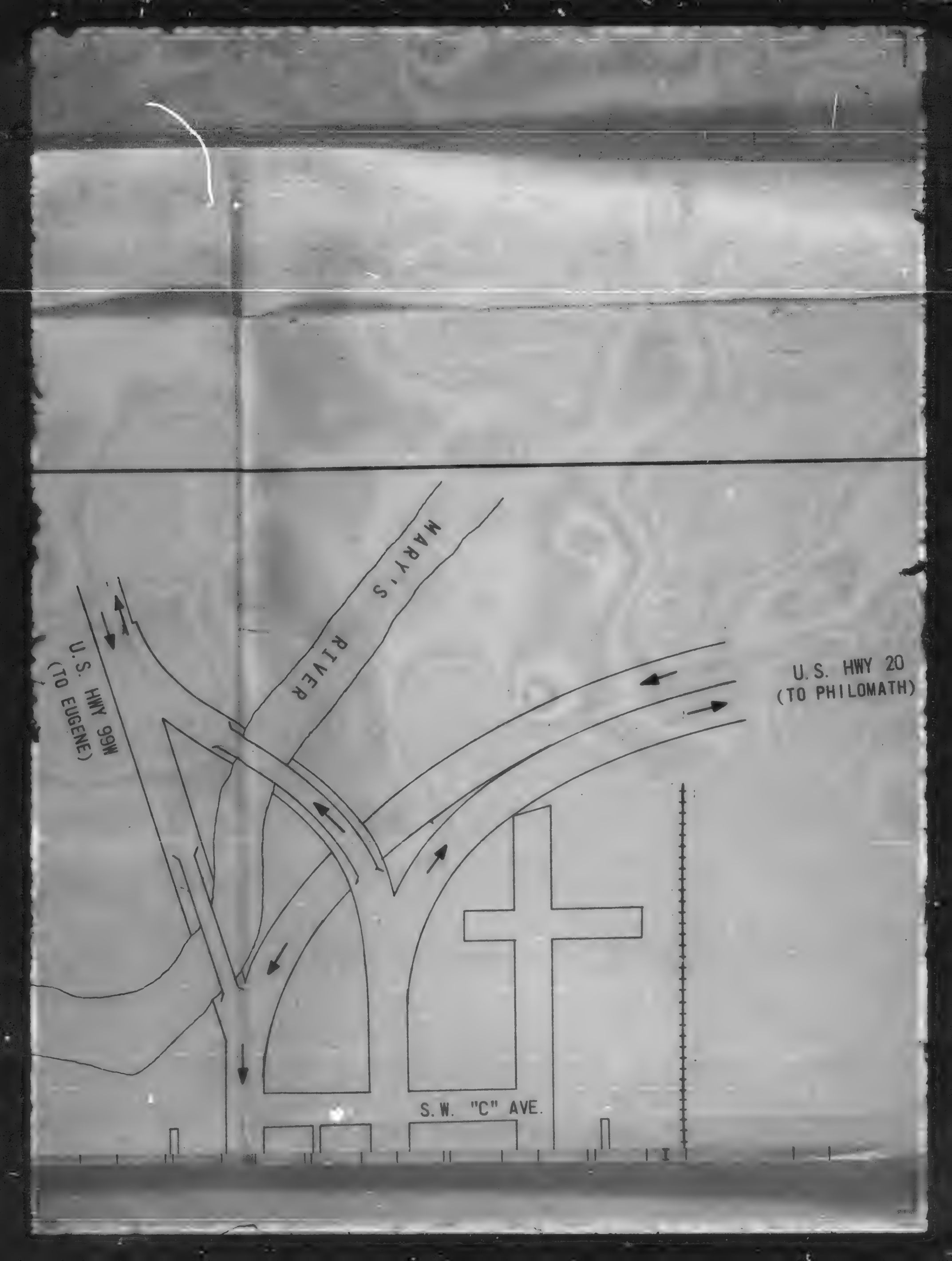
S.W. 2ND ST

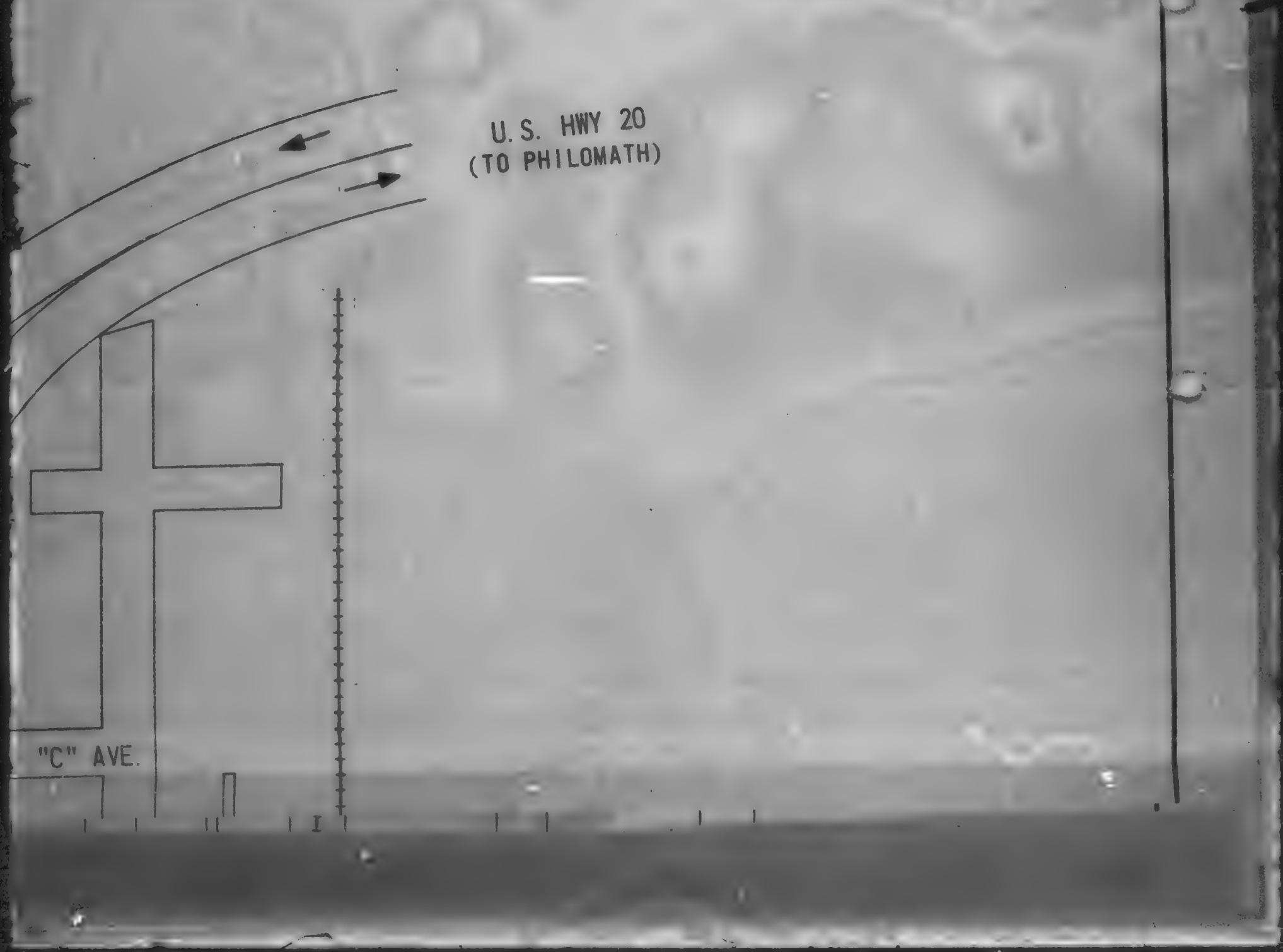
S.W. 1ST ST

S.W. "B" AVE.
S.W. WESTERN BLVD.
S.W. WASHINGTON AVE.
S.W. 5TH ST.
S.W. 6TH ST.
S.W. 7TH ST.
S.W. 8TH ST.
S.W. ADAMS AVE.
S.W. JEFFERSON AVE.

KEUFFEL & ESSER CO.

N. Y.


MARY'S RIVER
U.S. HWY 99W
(TO EUGENE)
U.S. HWY 20
(TO PHILOMATH)
S.W. "C" AVE.


U.S. HWY 20
(TO PHILOMATH)
"C" AVE.

N.W. 2ND ST.

N.W. 1ST ST.

US HWY 20
(TO ALBANY)

OREGON HWY 34
(TO INTERSTATE 5)

RAFFIC SIGNAL

RTERIAL STREETS

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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

CITY OF CORVALLIS
ENGINEERING DEPT.

EXHIBIT "A"

CENTRAL BUSINESS DISTRICT

EXISTING TRAFFIC CIRCULATION

DES.	DRN. N.J.C.	CKD.

N.W. 7TH ST.

N.W. 6TH ST.

N.W. 5TH ST.

N.W. 4TH ST.

N.W. 3RD ST.

N.W. 2ND ST.

N.W. POLK AVENUE

MONROE AVENUE

N.W. JACKSON AVENUE

N.W. 4TH ST.

N.W. 5TH ST.

N.W. 6TH ST.

N.W. 7TH ST.

N.W. 8TH ST.

N.W. VAN BUREN AVENUE

N.W. HARRISON BOULEVARD

N.W. TYLER AVENUE

POLK AVENUE

S.W. 1ST ST.

WILLAMETTE

RIVER

LEGEND

EXISTING

EXISTING

S.W. "B" AVENUE

S.W. 7TH ST.

S.W. 6TH ST.

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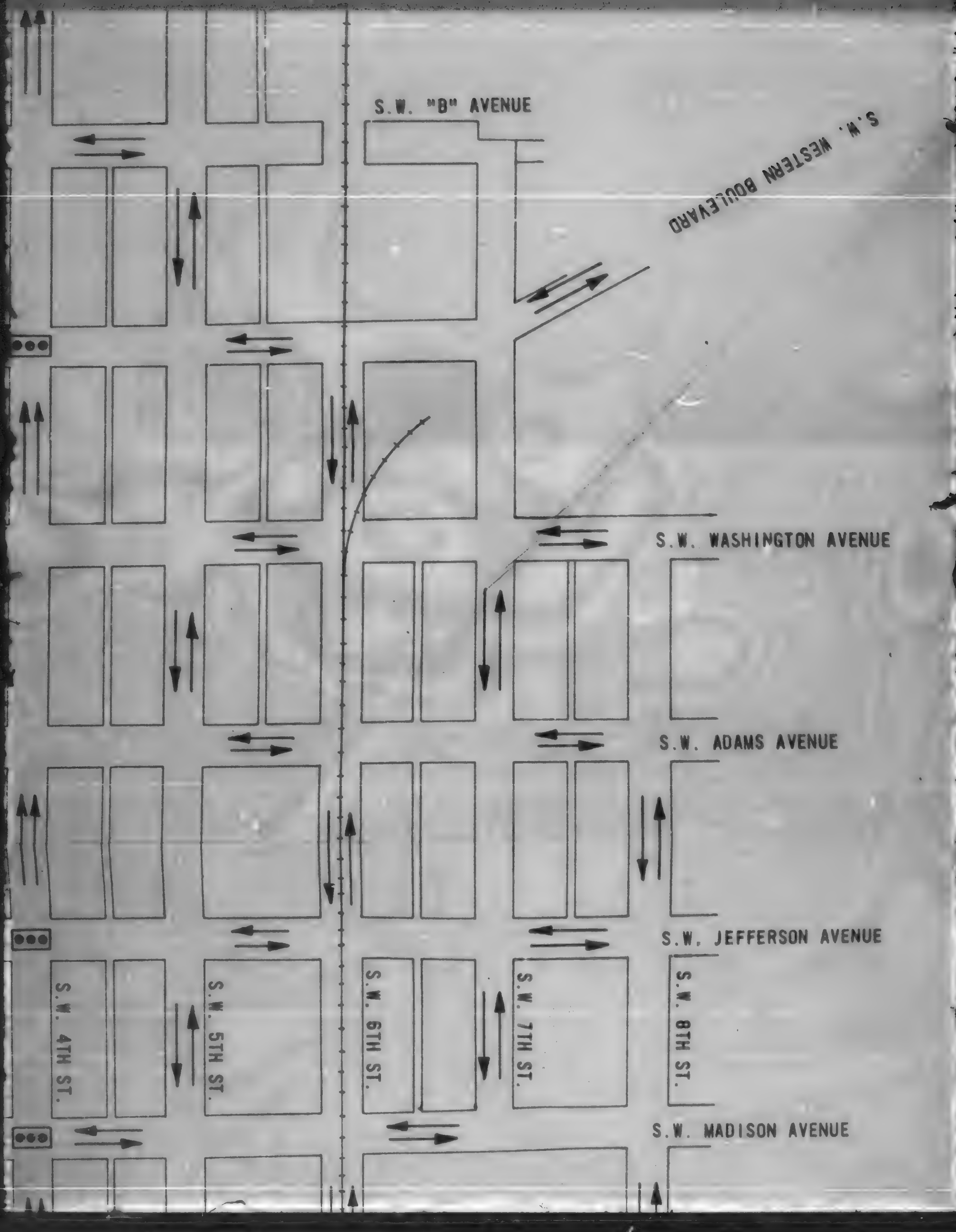
S.W. 3RD ST.

S.W. 2ND ST.


S.W. "B" AVENUE
S.W. WESTERN BOULEVARD
S.W. WASHINGTON AVENUE
S.W. ADAMS AVENUE
S.W. JEFFERSON AVENUE
S.W. MADISON AVENUE
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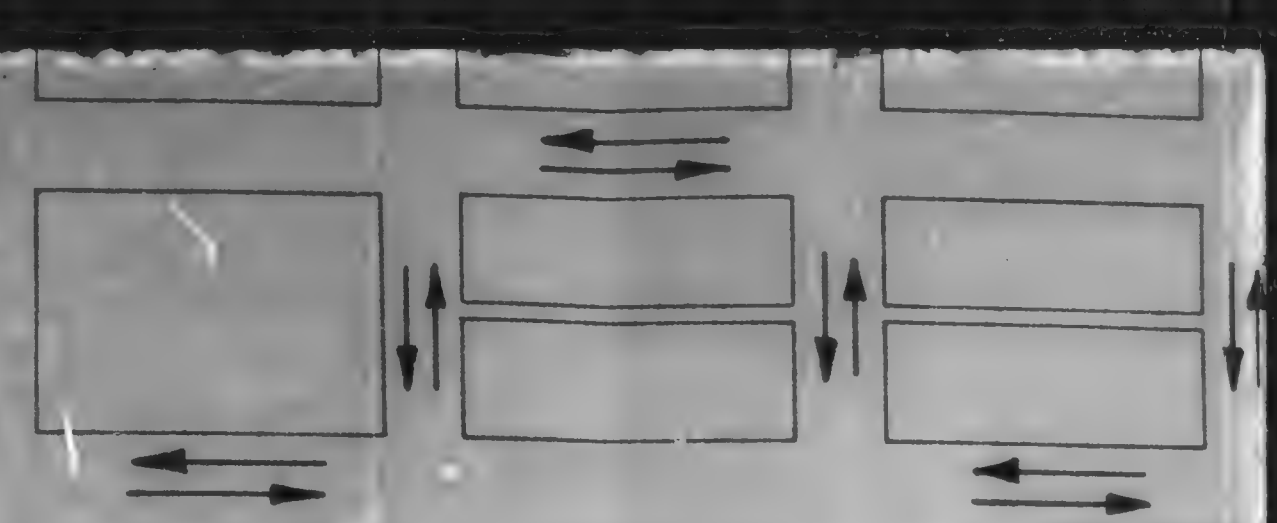
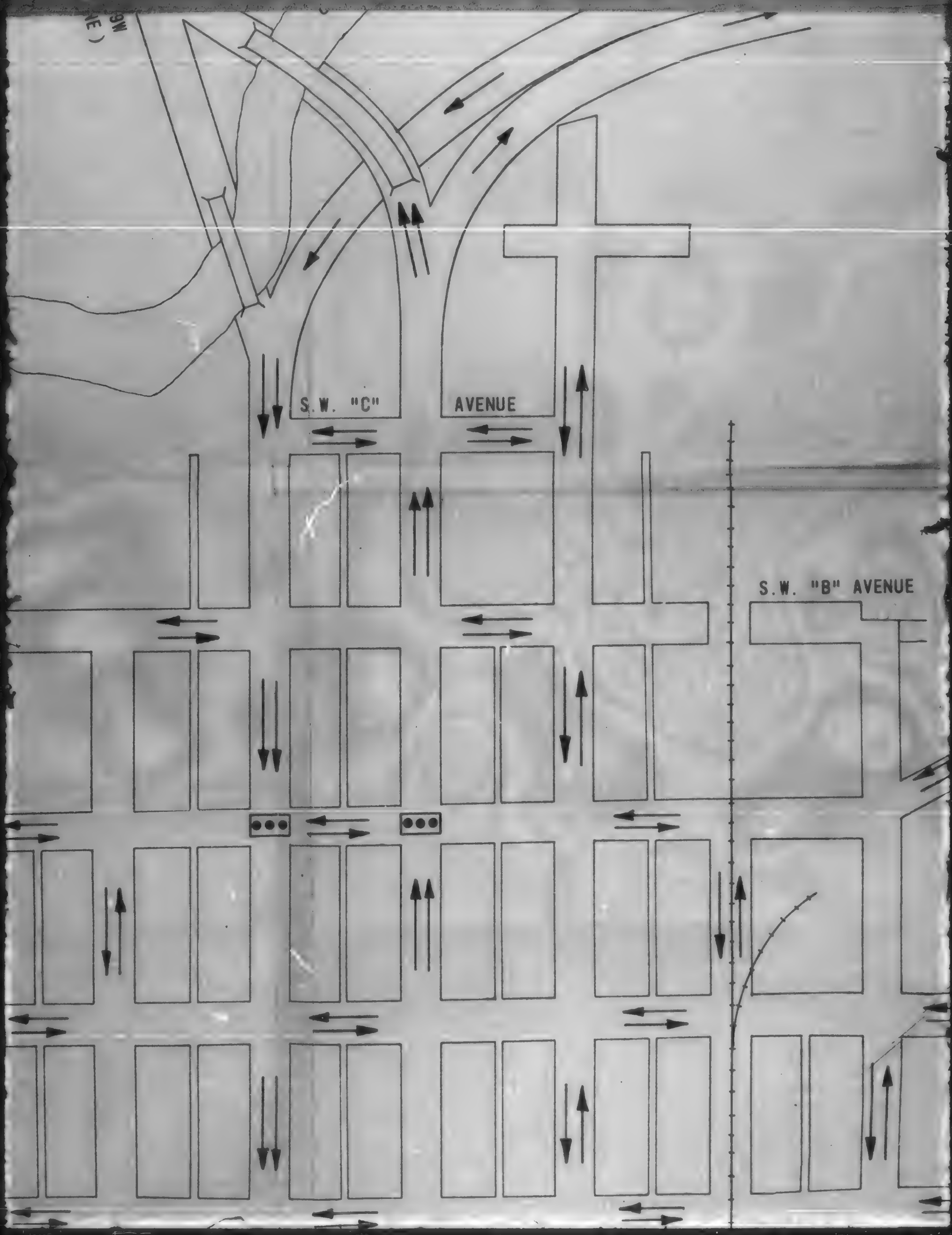



S.W. "C" AVENUE
S.W. "B" AVENUE

AVENUE

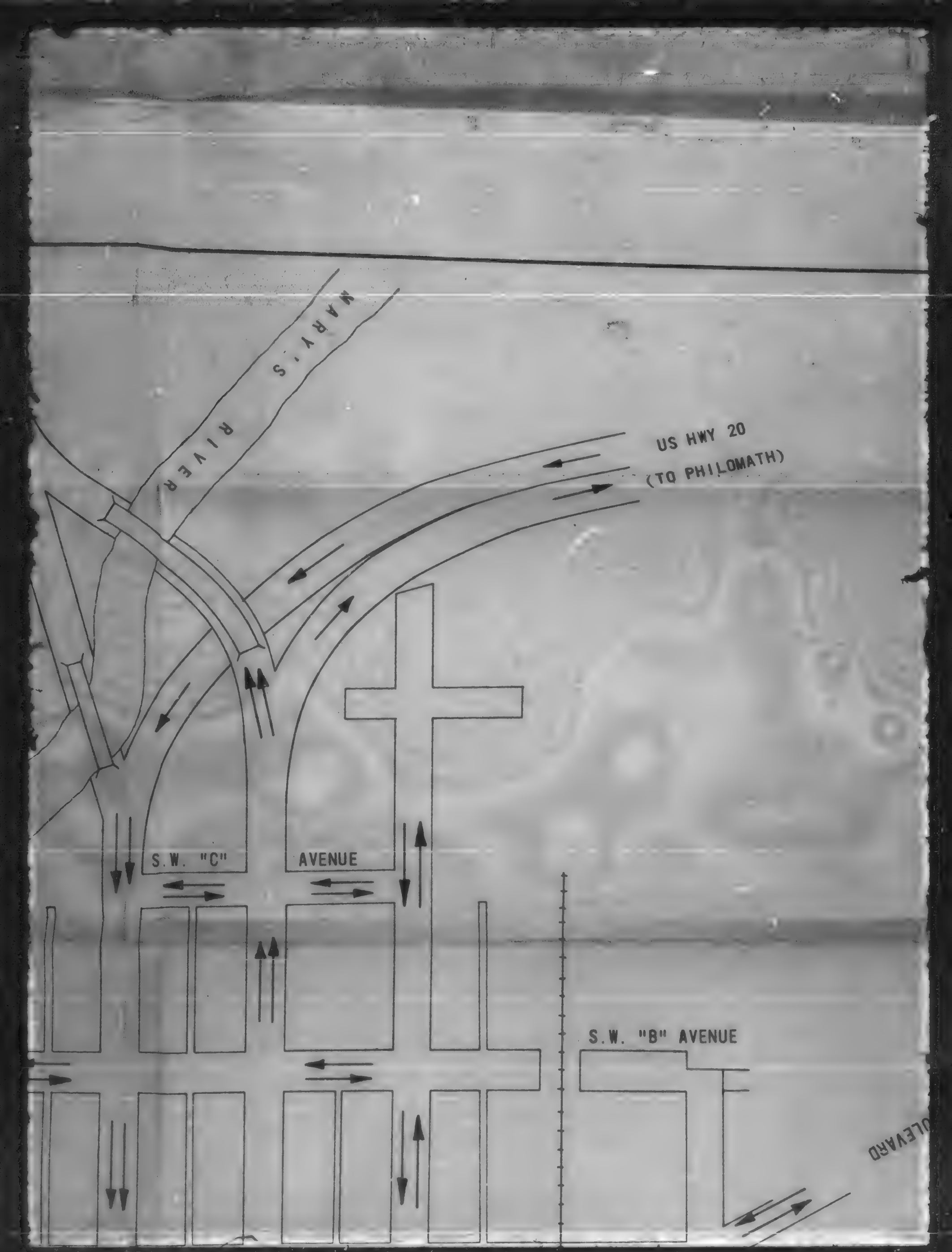
S.W. "B" AVENUE

S.W. WESTERN BOULEVARD

S.W. WASHINGTON AVENUE

S.W. ADAMS AVENUE

US HWY 99W
(TO EUGENE)


MARY'S RIVER
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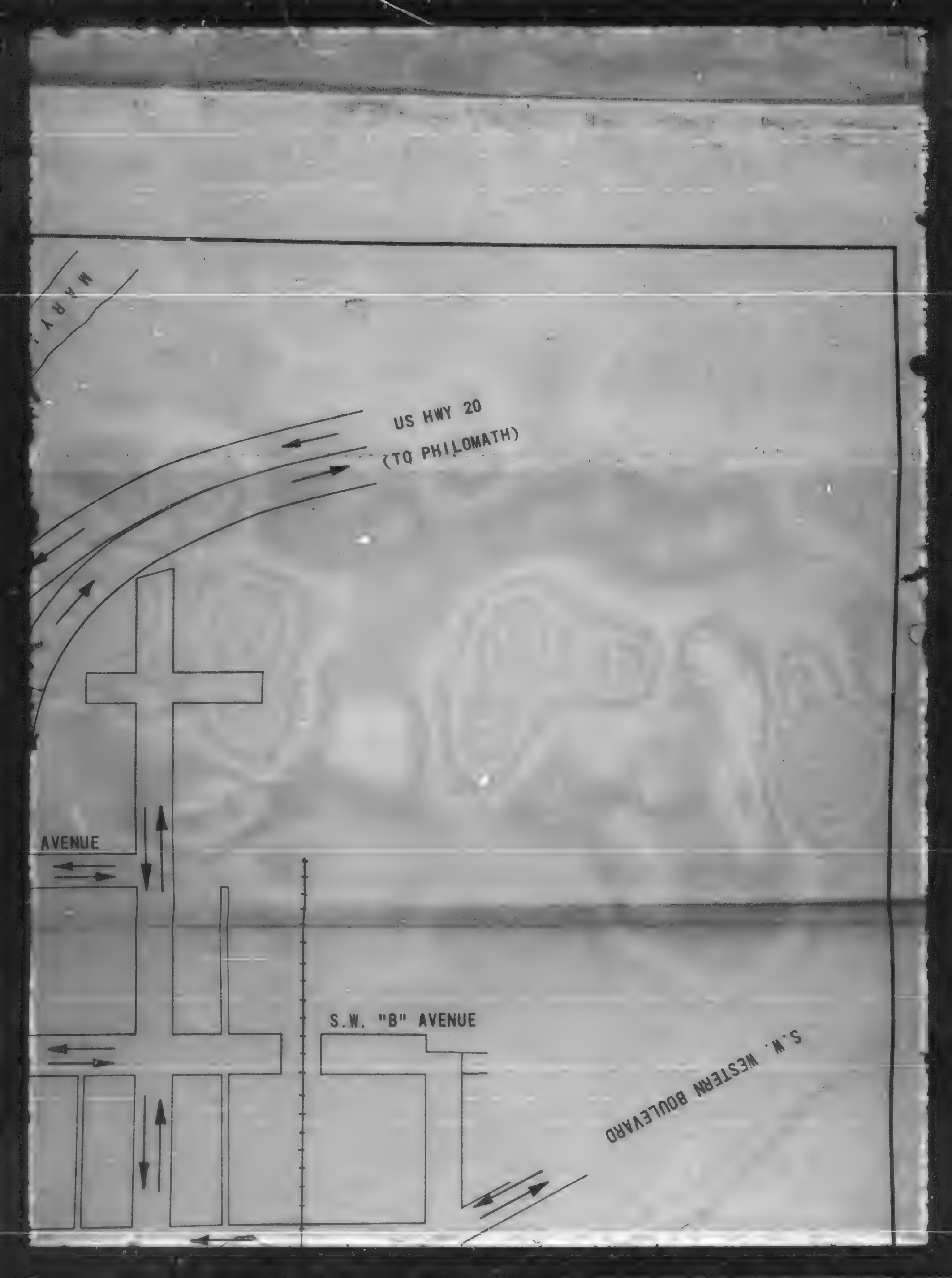
MARY'S
US HWY 20
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AVENUE
S.W. "B" AVENUE
S.W. WESTERN BOULEVARD

CORVALLIS CBD TRAFFIC & PARKING PLAN 7-13-71

Comments on workability of proposed system.

Dimension requirements for 45° diagonal parking

Stall Width	Stall Depth	Driveway Width
8'	19'	14'
10'	20' 6"	13'
City ?	19'	18'

Comments

1. Jackson Avenue is too narrow for diagonal parking on both sides of street. Street width is 48'; width for parking is 38 ft. leaving 10' for the driveway which is too narrow.
2. Jefferson Avenue between 4th and 5th Streets is 32' which is too narrow for diagonal parking on both sides.
3. All other streets shown are wide enough for diagonal parking on both sides.
4. A vehicle backup would be experienced on streets approaching 3rd and 4th Streets. One lane through a 33% green light would not provide enough capacity. A two lane approach to each intersection as shown on Map A would provide enough capacity and added storage area.
5. 3rd and 4th Streets would experience little change from todays conditions assuming the green time alloted each street remained the same. No additional green time

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NOTED
L.E. GEORGE

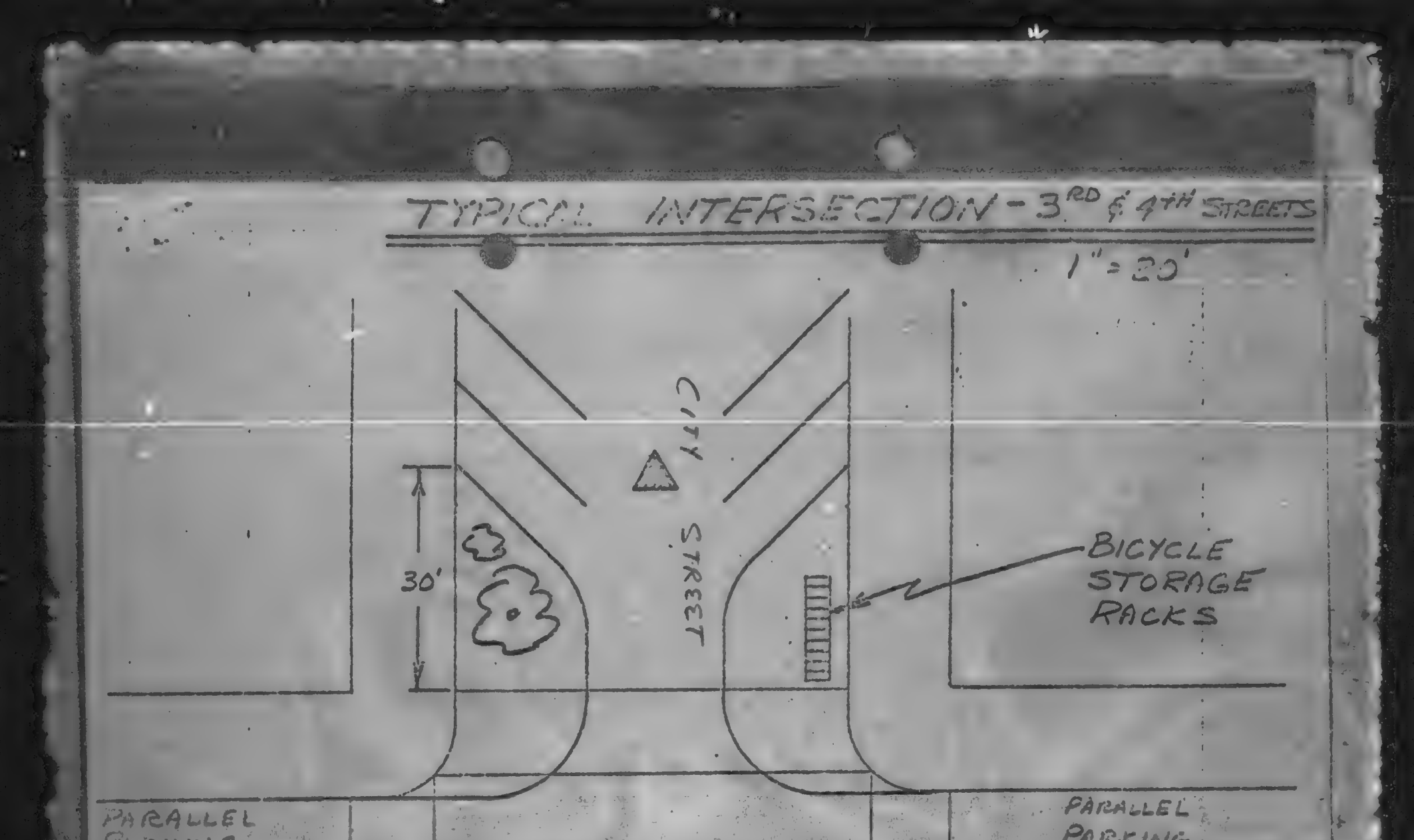
7-21-71 Called Tony Gach and read comments to him. He was pleased to have this information. LEG.

could be given the side streets as would be required if the city allowed only one lane entrance into 3rd and 4th Street Intersections.

6. Safety on the overall system would decrease because of added vehicle conflicts where cars backing out of stalls would interfere with cars driving the one lane streets.

TYPICAL INTERSECTION - 3RD & 4TH STREETS

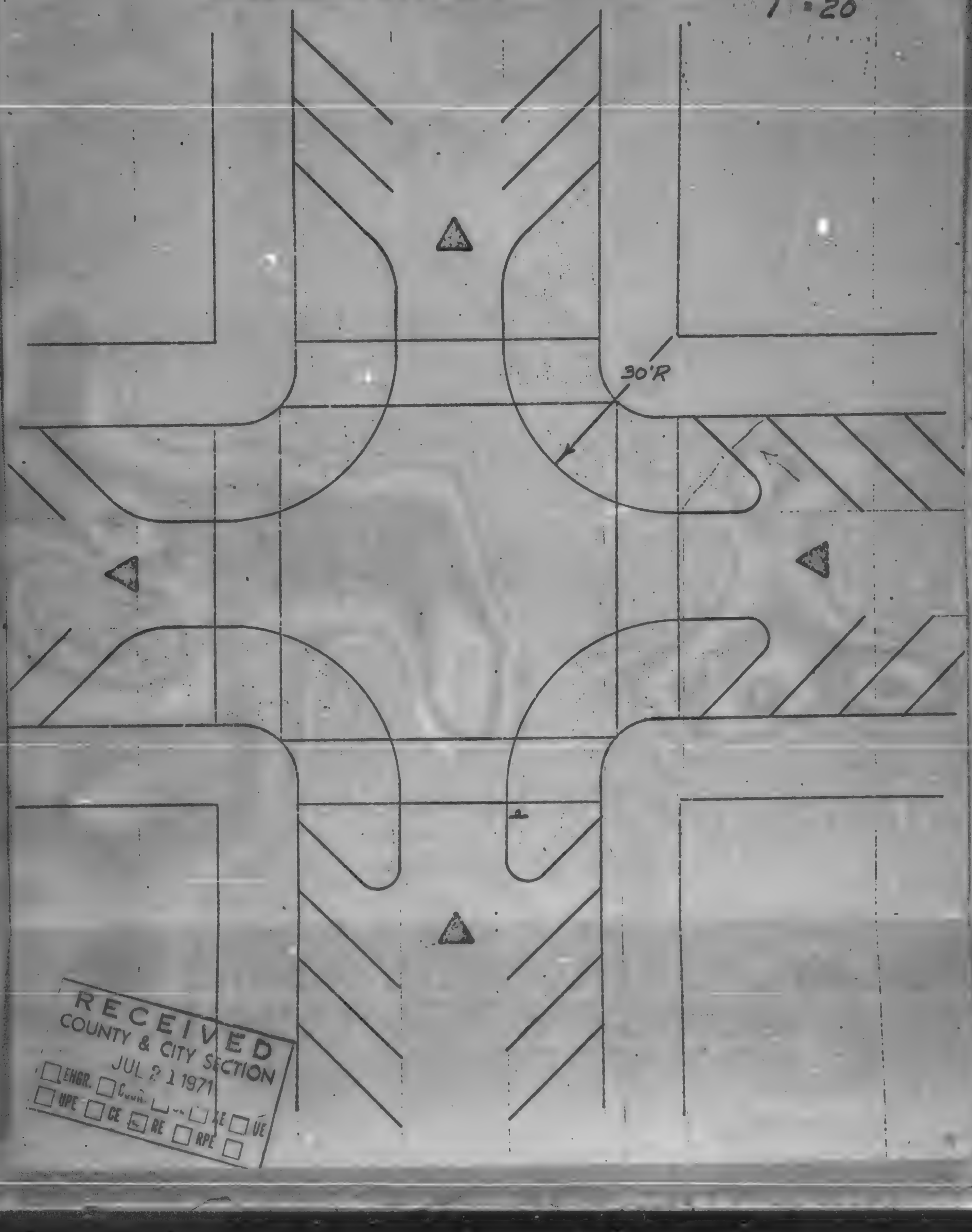
1" = 20'



MAP - A

TYPICAL INTERSECTION ALONG 2ND

1" = 20'



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JUL 21 1971
ENGR. ☐ CONST. ☐ ☐ LE ☐ UE
NPE ☐ CE ☑ RE ☐ RPE ☐

U.S. HWY 20
(TO ALBANY)

N.W. 1ST ST.

OREGON HWY 34
(TO INTERSTATE 5)

SIGNAL

RECEIVED
COUNTY & CITY SECTION
JUL 21 1971
☐ ENGR. ☐ C.O.R. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ HE ☐ HPE ☐

CITY OF CORVALLIS
ENGINEERING DEPT.

CENTRAL BUSINESS DISTRICT
TRAFFIC & PARKING PLAN

DES.	DRN. N. J. C.	CKD.
	SCALE 1" = 200'	SHEET ___ OF ___

N. W. 7TH ST.

N. W. 6TH ST.

N. W. POLK AVE.

NEW

NEW

NEW

N. W. 5TH ST.

N. W. 4TH ST.

N. W. 3RD ST.

N. W. 2ND ST.

U.S. HWY 20

N. W. JACKSON AVE.

N. W. VAN BUREN AVE.

N. W. HARRISON BLVD

N. W. TYLER AVE.

N. W. POLK AVE.

N. W. 4TH ST.

N. W. 5TH ST.

N. W. 6TH ST.

N. W. 7TH ST.

N. W. 8TH ST.

C.B.D. TRAFFIC
&
PARKING PLAN

LEGEND

5TH STREET BUSINESS ROUTE

PROPOSED COLLECTOR STREET (C.A.T.S.)

6TH STREET RAILROAD ISOLATION

EXISTING ARTERIAL STREETS

EXISTING TRAFFIC SIGNAL

PROPOSED TRAFFIC SIGNAL

RETAIN & UPDATE PRESENT SIGNAL

S.W. WASHINGTON AVE.

S. W. 8TH ST.

S. W. 7TH ST.

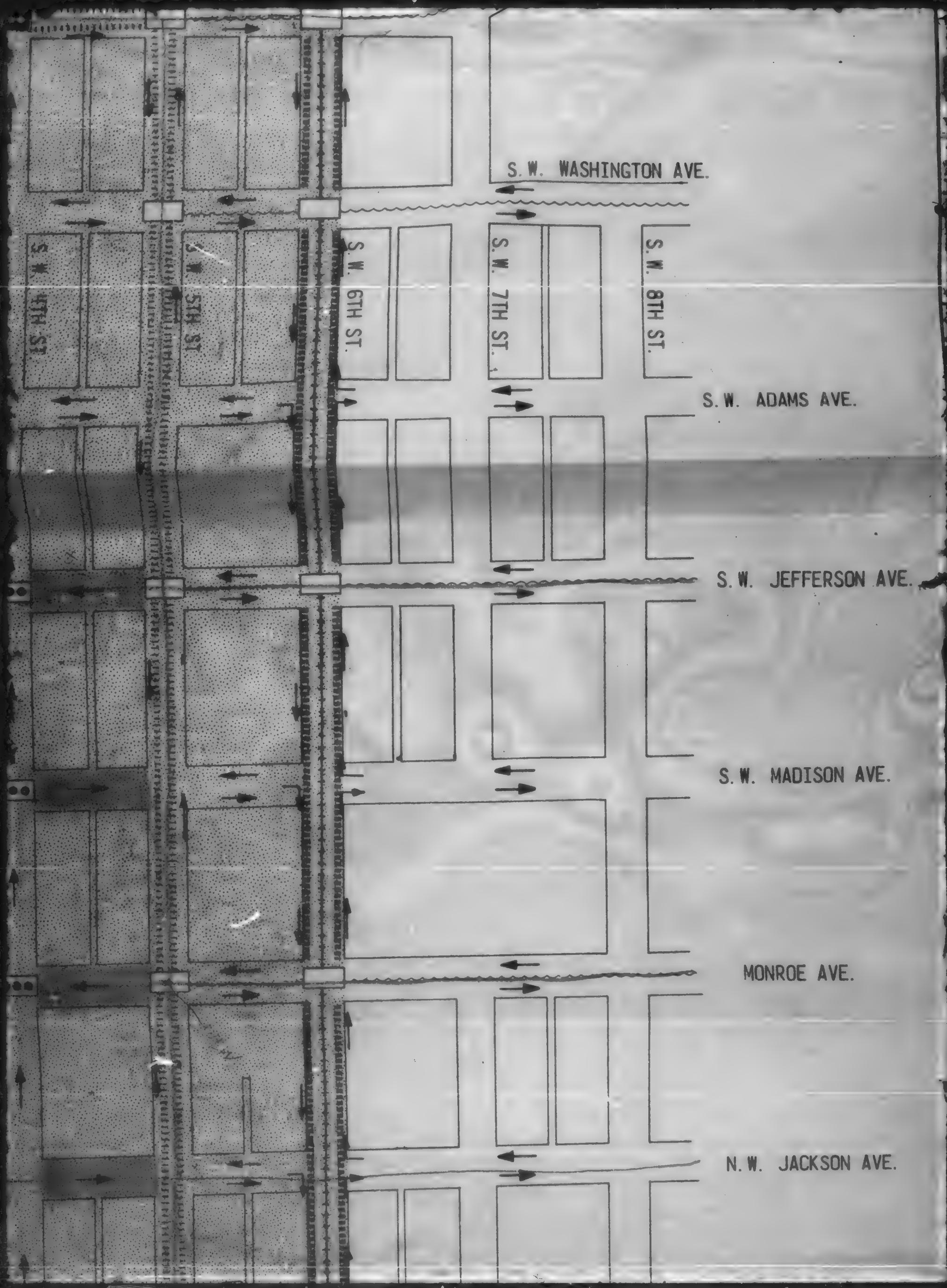
S. W. 6TH ST.

S. W. 5TH ST

S. W. 4TH ST

S. W. 3RD ST

NEW


S.W. WASHINGTON AVE.
S.W. 6TH ST.
S.W. 7TH ST.
S.W. 8TH ST.
S.W. ADAMS AVE.
S.W. JEFFERSON AVE.
S.W. MADISON AVE.
MONROE AVE.
N.W. JACKSON AVE.
S.W. 4TH ST.
S.W. 5TH ST.

S W 1ST ST

LEGEND

5TH STREET BUSINESS ROUT

PROPOSED COLLECTOR STREE

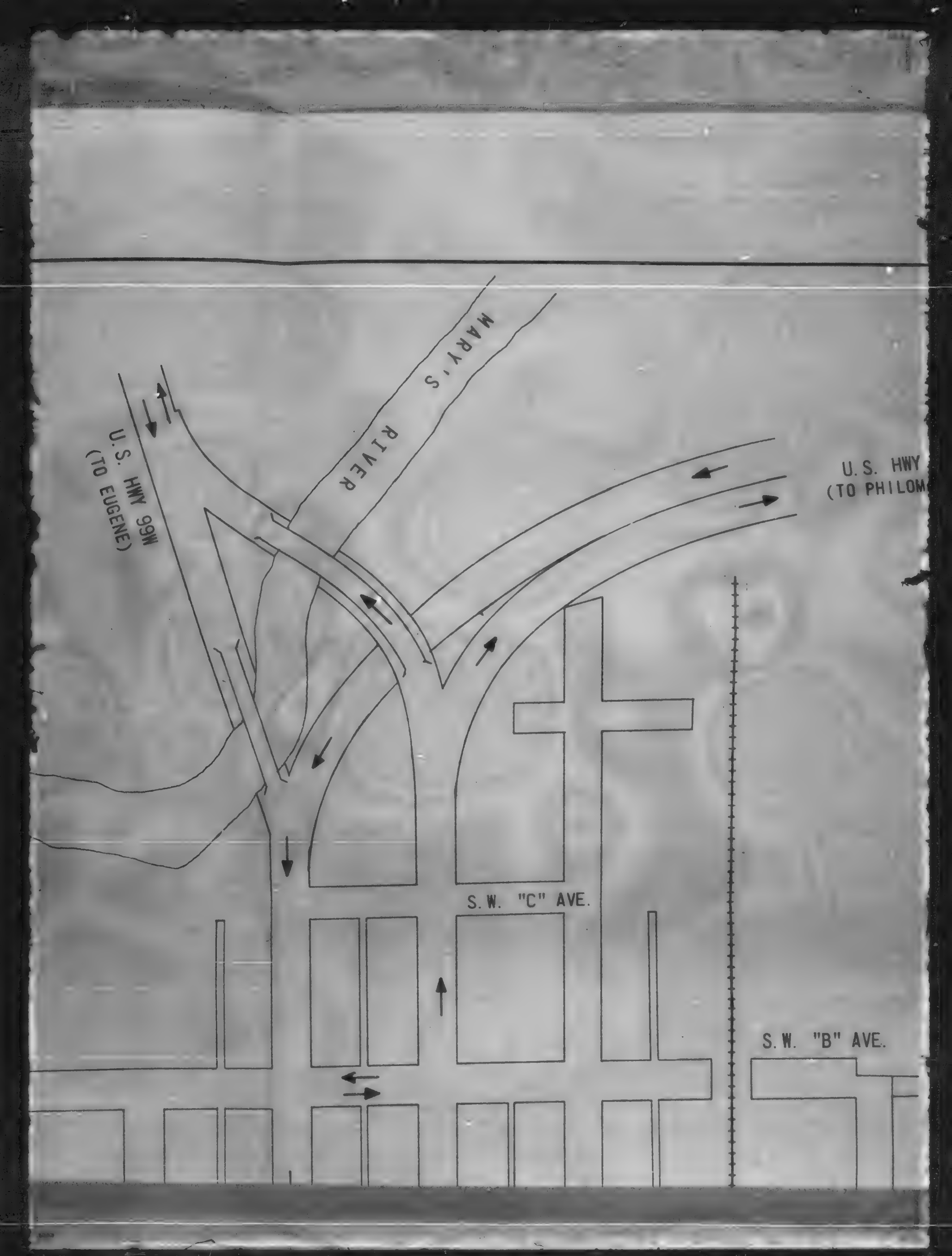
6TH STREET RAILROAD ISOL

EXISTING ARTERIAL STREET

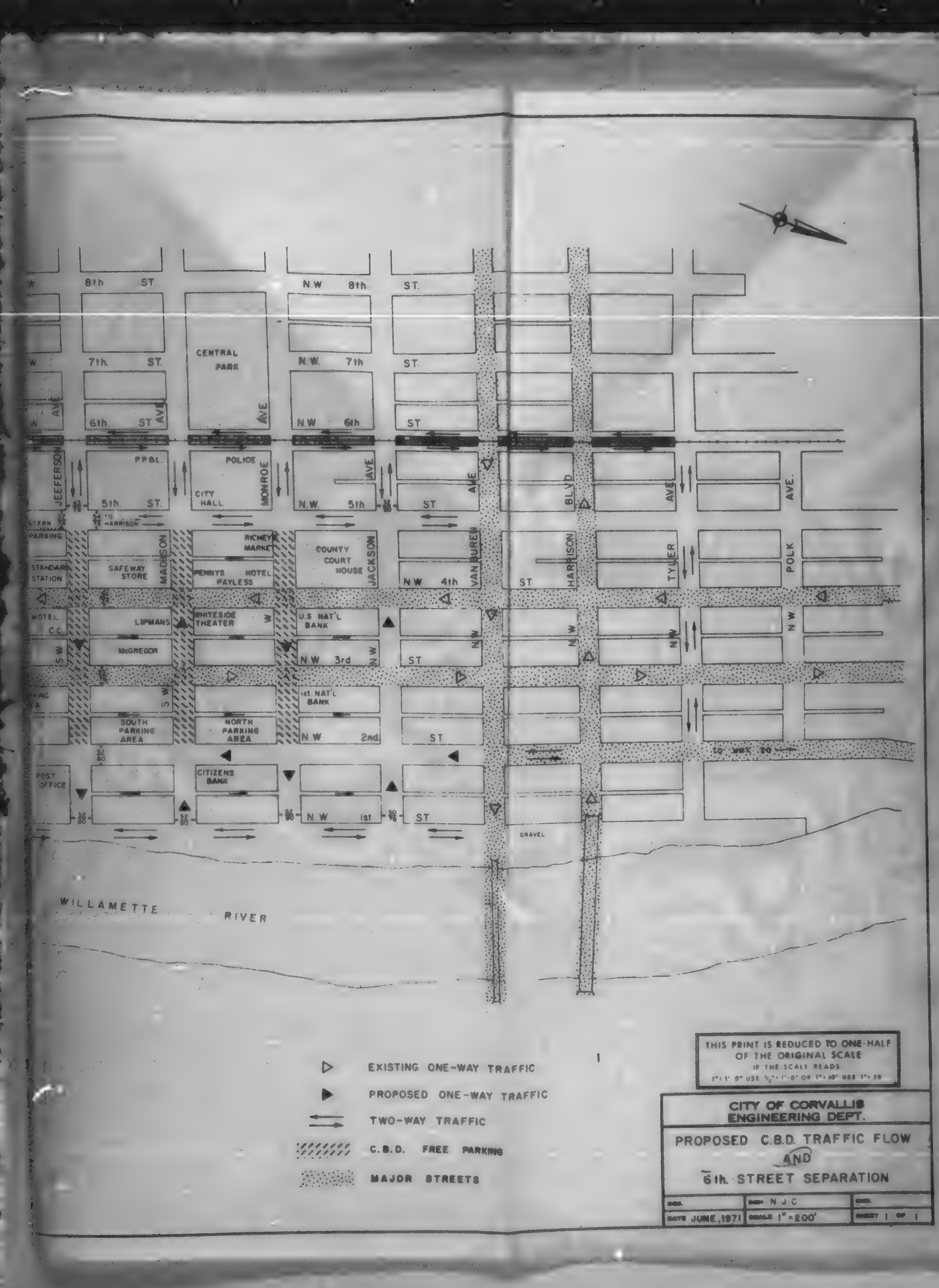
S. W. "C" AVE.
S. W. "B" AVE.
BLVD.
S. W. WASHINGTON A
S. W. 3RD ST
S. W. 4TH ST
S. W. 5TH ST
S. W. 6TH ST.
S. W. 7TH ST.
S. W. 8TH ST.

S. W. "C" AVE.
S. W. "B" AVE.
S. W. WESTERN BLVD.
S. W. WASHINGTON AVE.
S. W. 4TH ST.
S. W. 5TH ST.
S. W. 6TH ST.
S. W. 7TH ST.
S. W. 8TH ST.
S. W. ADAMS AVE.

U.S. HI
(TO EUGENE


MARY'S RIVER
U.S. HWY 99W
(TO EUGENE)
U.S. HWY
(TO PHILOM
S.W. "C" AVE.
S.W. "B" AVE.

U.S. HWY 20
(TO PHILOMATH)
N. "C" AVE.
S.W. "B" AVE.
S.W. WESTERN BLVD.



EXISTING ONE-WAY TRAFFIC

PROPOSED ONE-WAY TRAFFIC

TWO-WAY TRAFFIC

C.B.D. FREE PARKING

MAJOR STREETS

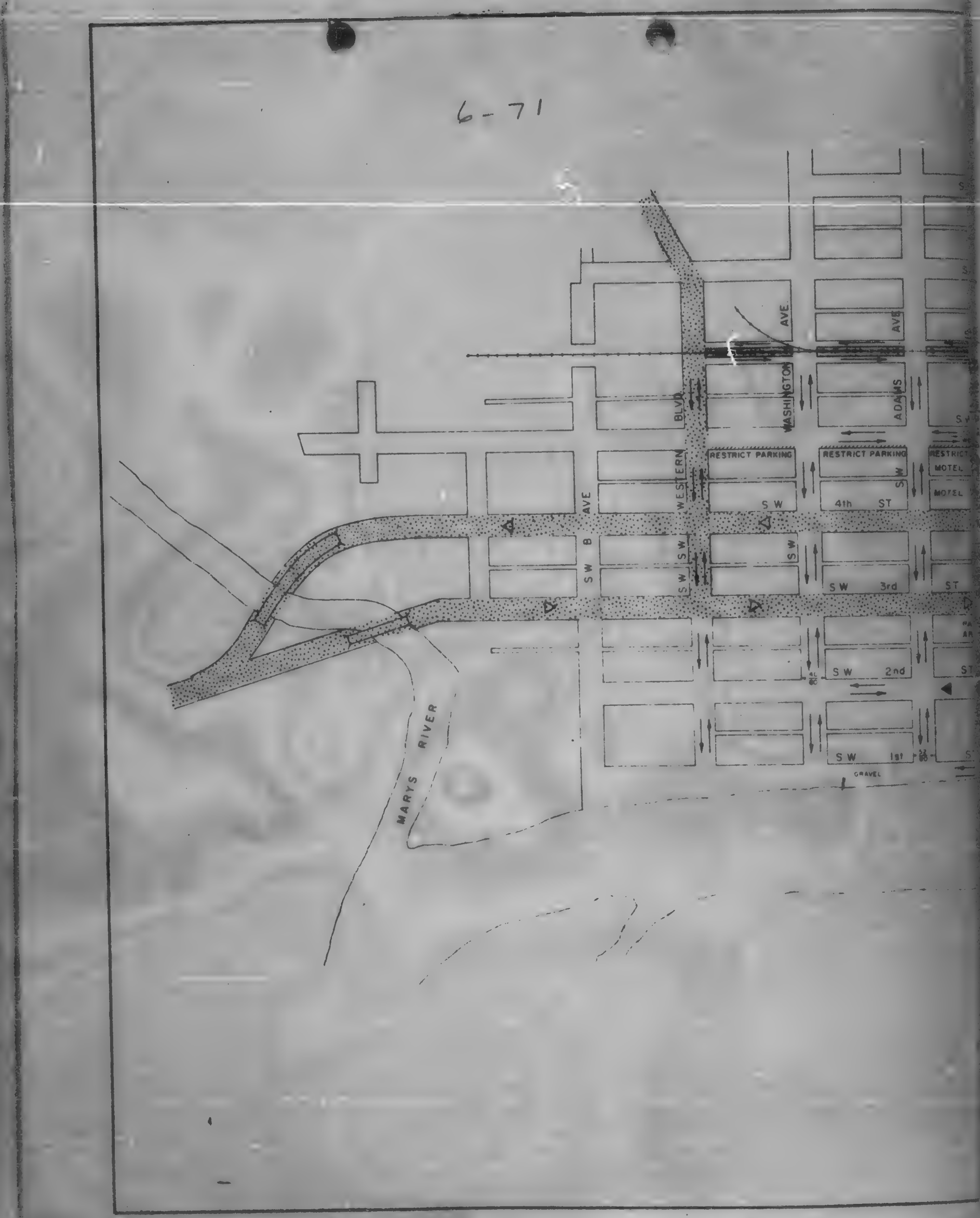
THIS PRINT IS REDUCED TO ONE-HALF OF THE ORIGINAL SCALE
IF THE SCALE READS
1"=1'-0" USE 1/2"=1'-0" OR 1"=10" USE 1"=20

CITY OF CORVALLIS
ENGINEERING DEPT.

PROPOSED C.B.D. TRAFFIC FLOW AND 6th. STREET SEPARATION

DES.	DRN. N J C	CHD.
DATE JUNE, 1971	SCALE 1"=200'	SHEET 1 OF 1

6-71


BLVD.
WASHINGTON
AVE.
ADAMS
AVE
RESTRICT PARKING
RESTRICT PARKING
MOTEL
MOTEL
WESTERN
AVE
SW
4th ST
SW B
SW
SW
SW
SW 3rd
ST
SW 2nd
ST
SW 1st
GRAVEL
MARYS RIVER

Corvallis
G E TOPICS

FORM E-90-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1970

RECEIVED
JUL 2 - 1970
ENGINEER
COUNTY & CITY DIVISION

To: F. B. Klaboe
Assistant State
Highway Engineer

B U I L D I N G

SUBJECT: Rerouting of Pacific
Highway West
City of Corvallis

FBK 3487

NOTED
H. S. COX

As requested we have studied the proposed rerouting of the Pacific Highway West in the central part of Corvallis.

All drivers following US99W through Corvallis would be required to make a right angle turn at each of six intersections. At two intersections in each direction the movement would be a left turn from a two-way street.

Any intersection where the mainstream of traffic makes a right angle turn is a problem spot. They are difficult to sign and difficult to operate. It is extremely easy for a driver to make the wrong move and become lost. If a left turn from a two-way street occurs at a signalized intersection, congestion-causing three-phase signal operation is involved.

In this plan particular difficulty can be anticipated at the intersections of Second Street with Harrison and Jackson Streets. At these intersections through traffic would be making a left turn off a major two-way street. Also, capacity deficiencies would be anticipated at the intersection of Second and Harrison Streets.

Because of the points outlined above the change in routing cannot be recommended by this office.

NOTED
HAROLD REYNOLDSON

L. B. George
Operations Engineer

VPJ:bls

copy to Cox info
7-2-70

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensweiger

NOTED
F. B. KLABOE

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
RICHARD BLADORN

NOTED
DON HARWELL

FORM E-30-X (12-67)

NOTED
H. S. COX

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 25, 1970

To: Lowell Stratton
RESIDENT ENGINEER

SUBJECT: 2nd, 3rd and 4th Streets
Corvallis
TOPICS
Prefix 2-0602

We just received word from the County-City Division that the City of Corvallis has requested the subject TOPICS project to be cancelled.

Will you, therefore, please cease all work on this project which is the revision of the traffic signals in the central business district of Corvallis.

I understand you have already gotten this word from the County-City Division verbally; this letter is for your records.

R. D. Asburry
R. D. Asburry
DIVISION ENGINEER

RDA/cg

cc: Richard Unrein

NOTED
HAROLD

RECEIVED
JUN 26 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD BLADORN

NOTED
P. B. Arnsmeier
NOTED
RICHARD UNREIN

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

PUBLIC WORKS DEPARTMENT (503) 752-4292

June 24, 1970

NOTED
H. S. COX

H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

This is to officially notify you that the City of Corvallis desires to eliminate the Central Business District upgrading of existing traffic signals from the current T.O.P.I.C.S. program.

A proposal is before the City Council at the present time which would in effect considerably change the scope of the approved project. The proposal changes the traffic patterns within the Central Business District area.

For this reason, the City requests that this portion of the T.O.P.I.C.S. program be withdrawn. Anticipating adoption by the City Council of a new traffic pattern for the downtown area, it is planned to resubmit a revised project for alteration and upgrading of traffic signals in that area. Action on this problem will be taken as soon as possible.

Very truly yours,

Tony Groh

Tony Groh
Public Works Director

TG:sn

cc: C. Dean Smith, City Manager
Glenn Ling, City Engineer

NOTED
MAINOR C. HOLMES

cc: F.B. McLaboe
Tom Edwards
Floyd Query
F.B. Crandall
R.D. Asbury
L.H. Young
D.J. Barbee
B.P.R.

6-25-70
ALL ENGINEERING WORK on this project should stop. As per the signed AGREEMENT (pp 11, page 5) City will REIMBURSE State for any costs incurred. This office will withhold official cancellation with Hwy. Comm. until Aug. 18 or later because City's new proposal for highway routing may not be acceptable to state.

RECEIVED
JUN 25 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
Oscar H. Norberg

NOTED
RICHARD BLADORN

NOTED

CORVALLIS URBAN AREA MAP

September, 1969

SCALE IN FEET

600 0 600 1200 2400

CENTRAL BUSINESS DISTRICT

PUBLIC AREAS

URBAN AREA BOUNDRY

N O T I C E

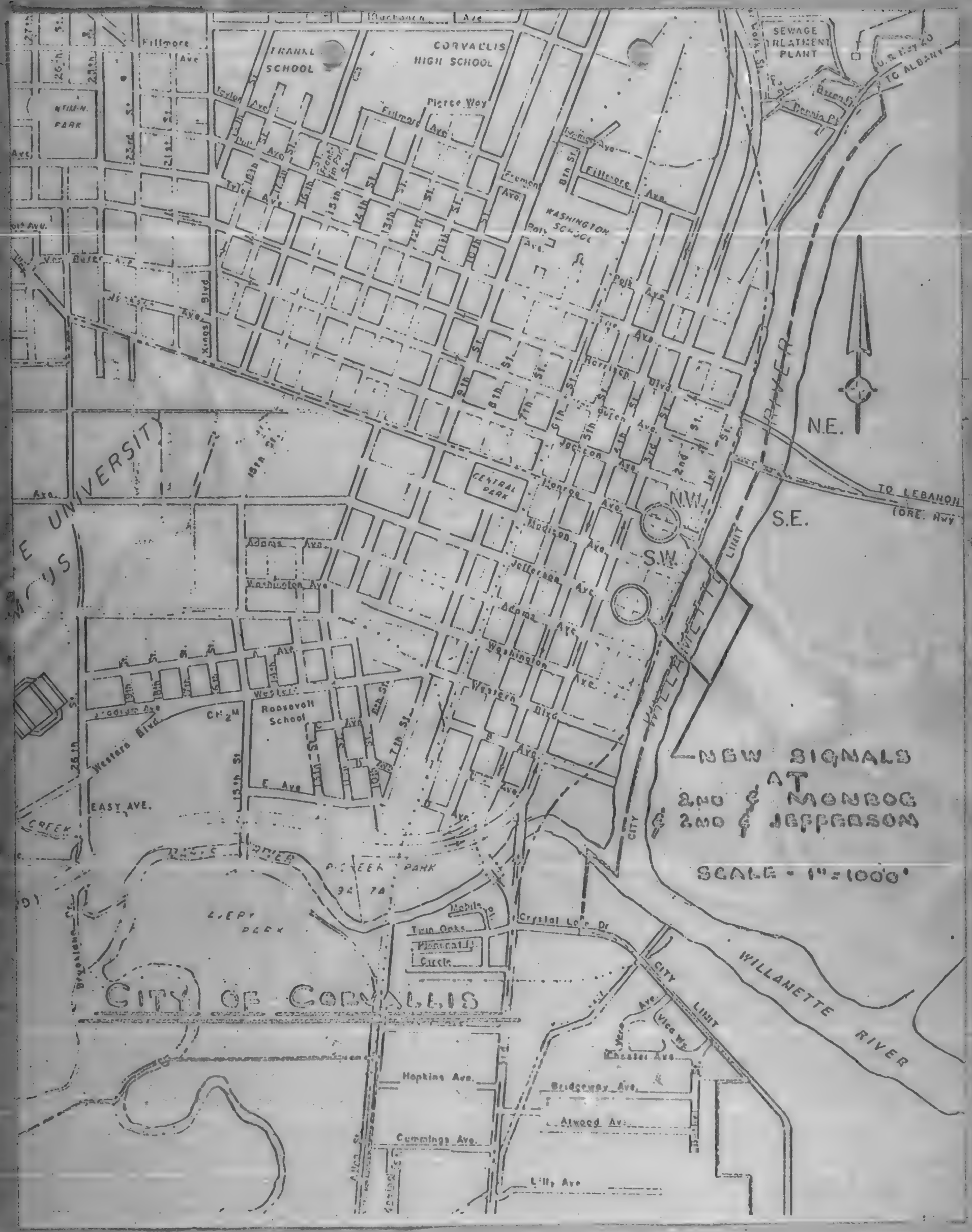
Notice is hereby given that the City of Corvallis proposes to hold corridor-design public hearings pertaining to the improvement of Central Business District Traffic Signals upgrading, and the installation of new signals on 2nd Street at Monroe and Jefferson Avenues, lying within the City of Corvallis, Benton County, Oregon.

Interested persons may examine the proposed plans, obtain other pertinent information and discuss the proposal with engineering personnel between the hours of 8:00 AM and 5:00 PM in the City Engineer's office.

The formal public hearing pertaining to the corridor-design features will be held in the Council Chambers of the City Hall in Corvallis, Oregon, on July 20, 1970, beginning promptly at 7:30 PM, at which time any interested person desiring to express an opinion pertaining to the proposal is invited to do so, and inaddition may submit written statements at the hearing or to the City Council within ten (10) days after the public hearing. Schedules for right-of-way acquisition and construction will be discussed at the formal hearing, along with relocation assistance programs available to those persons who may be affected by the proposal.

If any questions arise pertaining to this matter, please contact Glenn A. Ling, City Engineer, phone 752-4292, extension 73.

George Simerville,
City Recorder
City of Corvallis


FRANKL SCHOOL
CORVALLIS HIGH SCHOOL
SEWAGE TREATMENT PLANT
U.S. HWY 20 TO ALBANY
WASHINGTON SCHOOL
CENTRAL PARK
N.E.
N.W.
S.E.
S.W.
TO LEBANON (ORE. HWY)
Roosevelt School
CH2M
NEW SIGNALS AT 2ND & MONROE 2ND & JEFFERSON
SCALE - 1" = 1000'
CITY OF CORVALLIS
WILLAMETTE RIVER
Fillmore Ave
Buchanan Ave
Taylor Ave
Pierce Way
Harrison Blvd
Jackson Ave
Monroe Ave
Madison Ave
Jefferson Ave
Adams Ave
Washington Ave
Western Blvd
Van Buren Ave
Polk Ave
Garfield Ave
Vine St
Yew St
Witham Hill Dr
Crystal Lake Dr
Twin Oaks
Hopkins Ave
Cummings Ave
Bridgeway Ave
Atwood Ave
Lilly Ave
Chestnut Ave
Vicca Way
Alder St
Easy Ave
Mobile
Circle
Plymouth
Brookline
Creek
Park
City Limit

RECEIVED
JUN 29 1970
FOR FILING

7861

June 15, 1970

MISC. CONTRACTS and
AGREEMENTS No. 7961

City of Corvallis
City Hall
Corvallis, Oregon 97330

Attention: George Simmerville
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement pertaining to the Corvallis Central Business District Traffic Signal System Section Project in connection with the TOPICS program.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Cleary, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agreement attached)

TRANSACTION NUMBERS 5-51 TO 5-56

FORM PR-48
REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
OREGON	5-20-70

BY (Signature)
MR. YOUNG'S MAY 11 & 12, 1970 LETTERS

TITLE
PROGRAM AND PLANNING ENGINEER

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 *
ITEM NOS. _____ THRU _____

STAGE 2
ITEM NOS. 6 THRU 11

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
6	T-5007(1)	0.04	22,500	14,250	DIXON CREEK SECTION (CORVALLIS)	ALL PHASES OF PE - GRADE DRAIN & HIGH TYPE PAVEMENT
7	T-5007(2)	0.0	50,200	31,860	CENTRAL BUSINESS (CORVALLIS)	ALL PHASES OF PE- SIGNALIZE INTERSECTION
8	T-5007(3)	0.15	40,000	25,400	NW CIRCLE BLVD TO NW SPRUCE AVE ON NW 9TH (CORVALLIS)	ALL PHASES OF PE - GRADE - DRAIN, HIGH TYPE PAVEMENT AND TRAFFIC SIGNALS
9	T-5007(4)	0.10	34,000	21,600	NW 29TH TO NW 31ST ON HARRISON BLVE.(CORVALLIS)	ALL PHASES OF PE-GRADE- DRAIN,HIGH TYPE PAVEMENT AND TRAFFIC SIGNALS
10	T-5025(1)	1.3	102,000	64,700	STATE ST, WASHINGTON COUPLET (PORTLAND)	ALL PHASES OF PE AND TRAFFIC SIGNALS.
6	T-5025(2)	0.0	54,000	34,300	SW MACADAM AVE. AT BANCROFT ST(PORTLAND)	ALL PHASES OF PE,GRADE,DRAIN HIGH TYPE PAVEMENT,TRAFFIC SIGNALS.

REMARKS (Division)

YOU ARE HEREBY AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING UP TO LOCATION/DESIGN APPROVAL.

RECEIVED
MAY 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

5-21-70

RECEIVED
MAY 21 1970
FHWA

1781

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5-20-70	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

TOPS
Corvallis

OREGON STATE HIGHWAY DEPARTMENT

NOTED
H. S. COX

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 11, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for four TOPICS Projects in Corvallis, Item Nos. 6 thru 9, which we desire to have included in the Federal-Aid TOPICS Program as established in the 1968 Highway Act.

Each of the project programs contain all phases of Preliminary Engineering and construction. We hereby request your authorization to proceed with the phase of Preliminary Engineering necessary to obtain BPR location/design approval for each project.

We will request further authorization to proceed with Preliminary Engineering for PS & E preparation for each project as soon as location/design approval is granted.

These projects are programmed under the provisions of paragraph 8b of PPM 21-18 as all steps set forth therein will be completed with reasonable certainty within the 18-month limitation.

Item No. 7, Project T-5007(2), Corvallis Central Business District Section, consists of Preliminary Engineering and construction on a Type I Primary Highway (3rd and 4th Streets) as well as a Type II Primary Highway (2nd Street). This is to certify that this project will have a priority which indicates the improvement, for maximum benefits, should be accomplished at this time and as the Highway Division has obligated all available Primary Federal-Aid Funds, the project is programmed under the provisions of paragraph 8d of PPM 20-18 using TOPICS Funds.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RECEIVED
MAY 15 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED

NOTED

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

5-5-2

20 MAY 1970

FORM PR-1 (REV. 4-61)

5-11-70

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 99W SW 3rd & SW 4th Couplet	ADT	5,300 10,800	8,100 12,800	90	08	Oregon	35	077	7

ED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Revise Traffic Sig.						B2		T-	5007	(2)		

TOPICS	COUNTY NAME	CODE	PROGRAM STAGE
Corvallis	Benton	003	[ ] 1 OR [X] 2

ROUTE NO. T	FEDERAL-AID	STATE	U.S.
	9	City St.	

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE	3	US 99W SW 3rd & SW 4th Couplet and SW 2nd (Corvallis).	0.0	1,200	760	220	220 (City)	P.E. all phases, revise existing 12 signalized intersections on 3rd & 4th Couplet and install signals at 2 intersections on 2nd.
ROW		(Corvallis Central Business Dist. Traffic Signal System)						
CONST (CODE) 1031	3		0.0	49,000	31,100	8,950	8,950 (City)	ROW - 80' normal; Access Control - Partial; Parking Restrictions - None.
		PROJECT TOTALS	0.0	50,200	31,860	9,170	9,170 (City)	

RECEIVED
MAY 22 1970
ENGINEER
COUNTY & CITY DIVISION

APPROVAL DATES
MAY 1970
OREGON DIVISION

REMARKS

Preliminary Engr:

Field	$ 1,000.00
PS & E	200.00
Total	$ 1,200.00

USCOMM DUSCOMM-DC 48905-P61

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO. 5-5-52

DATE SUBMITTED TO B. O. 20 MAY 1970

FORM PR-1 (REV. 4-61) 5-11-70

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (18) 1 (20)	PROJECT LOCATION (45 typewriter spaces) (21) US 99W SW 3rd & SW 4th Couplet (65)	ADT	PRESENT 5,300 10,800	FUTURE 8,100 12,800 (66)	YEAR 90 (70)(71)(72)	REGION 08	STATE NAME Oregon			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28) P.E., Install & Revise Traffic Sig. (62)	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. B2 (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) T- (14)(23)	NUMBER 5007 (17)	
CARD	CLASS OF FEDERAL FUNDS TOPICS						COUNTY NAME Benton				
	NAME OF URBAN AREA (17-31) Corvallis						ROUTE NO. T	FEDERAL-AID 9 (32)	STATE City St. (36)(37)	U.S.	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
	(1-4 5)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5	10			1	PE	3	US 99W SW 3rd & SW 4th Couplet and SW 2nd (Corvallis).	0.0	1,200	760	220	220 (Ci
5					ROW		(Corvallis Central Business Dist. Traffic Signal System)					
5	30			3	CONST (CODE) Y031	3		0.0	49,000	31,100	8,950	8,950 (Ci
							PROJECT TOTALS	0.0	50,200	31,860	9,170	9,170 (Ci

ESTIMATED PROJECT COST BY PHASES

CARD 1	CODE 1	PREPARED BY
1	14	

PROGRAM APPROVAL DATES

20 MAY 1970

B.P.R. OREGON DIVISION

RECEIVED
MAY 22 1970
ENGINEER
COUNTY & CITY DIVISION

REMARKS

Preliminary Engr: Field $ 1,
PS & E
Total $ 1,

CORVALLIS CENTRAL BUSINESS DISTRICT TRAFFIC SIGNAL SYSTEM
Project T-5007(2)

Existing Facility: 54 to 60 foot curbed street section.

Adjacent Sections:

North and South: 34 to 40 foot curb street section.

Project Data: The work under this project consists of Preliminary Engineering, all phases including P.S.& E, preparation. Install traffic signals on 2nd Street at Monroe and Jefferson Avenues. Revise and up-date existing traffic signals (six intersections on 4th Street, one-way southbound, six intersections on 3rd Street, one-way northbound) on U.S. 99W one-way couplet.

System Action, Railroads, Airports, Water Development, Recreation and Historical Areas, Relocation Assistance Payments: None Involved.

Public Hearing: The offer of a public hearing and the holding of said hearing, if requested, is required for this project due to the change of Monroe Ave., an intersecting street, from two-way to one-way traffic. The City will provide for the offer for and the holding of the hearing if requested.

State Clearinghouse Approval: April 23, 1970.

District Clearinghouse: "Notice of Intent" sent "Linn-Benton Association of Governments" (District #4) March 19, 1970 and said notice has lain before said Clearinghouse for more than 30 days without action, therefor it is assumed there will be no adverse review or objections.

The State doesnot, at this time, have legal authority to control the use by Utilities of the right of way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPH 30-4.1.

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • • SALEM, OREGON 97310

April 23, 1970

Mr. Forrest Cooper, State Engineer
Highway Division
Department of Transportation
Highway Building
Salem, Oregon 97310

NOTED
F. B. KLABOE

HIGHWAY DIVISION - CORVALLIS TOPICS

The Corvallis TOPICS project has been coordinated with the interested state agencies and all concur. It is expected that its accomplishment will materially improve the traffic flow in the Corvallis urban area.

Ed

Edward G. Westerdahl, II

4-27-70
REFERRED TO
Young
By Asst. State Hwy. Engr

RECEIVED
APR 27 1970
PROGRAM & PLANNING
DIVISION

RECEIVED
APR 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. N. CHASE

BEN GIFFORD

NOTED
R. W. ELLISON

cc's
4-28-70

ATTACHMENT B

NOTICE OF INTENT

March 19, 1970

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 2761 (Phone)

1. Project Location

Administrative District 4 City Corvallis

County Benton Special District(s) (if applicable) -

Other affected jurisdictions/agencies -

2. Federal Program

Common Program Name Federal Aid Topics

Authorizing Legislation Title 23, USC Highways, Section 135 (Public Law No. and Title)

Fed. Admin. Agency: Dept. Department of Transportation

Agency Bureau of Public Roads

3. Estimated Project Cost

Federal Share ☐ Loan ☒ Grant	30,120	Source of State Agency Share (if any)	
Local Applicant Share	10,040 Corvallis	General Fund	-
*State Agency Share	10,040	Other Funds (specify)	-
Other (specify)	-		
TOTAL	50,200	*Total State Agency Share	10,040

*Indicates totals should be equal.

4. Estimated Application Filing Date May 1, 1970

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)
CENTRAL BUSINESS DISTRICT TRAFFIC SIGNAL SYSTEM
FAP 9, Type I and FAP, Type II Routes.
Project to consist of preliminary engineering, traffic control signals, signing and incidental work to increase capacity and safety of the existing facility.

(over)

This project is to install pre-timed traffic control signals on S. W. 2nd Street at Monroe Avenue and S. W. Jefferson Avenue.

Modernize existing traffic control signals to present day standards by replacing obsolete controllers, providing 12-inch lenses where required, providing a minimum of two vehicular signal faces on each approach, and replacing obsolete pedestrian signals with standard rectangular "WALK-DON'T WALK" signals at the following locations:

S. W. and N. W. 3rd and 4th Streets at N. W. Harrison Blvd., N. W. Van Buren Avenue, Monroe Avenue, S. W. Madison Avenue, S. W. Jefferson Avenue, and S. W. Western Blvd.

Rearrange traffic control signals at 3rd Street and 4th Street on Monroe Avenue to provide for an easterly one-way street operation.

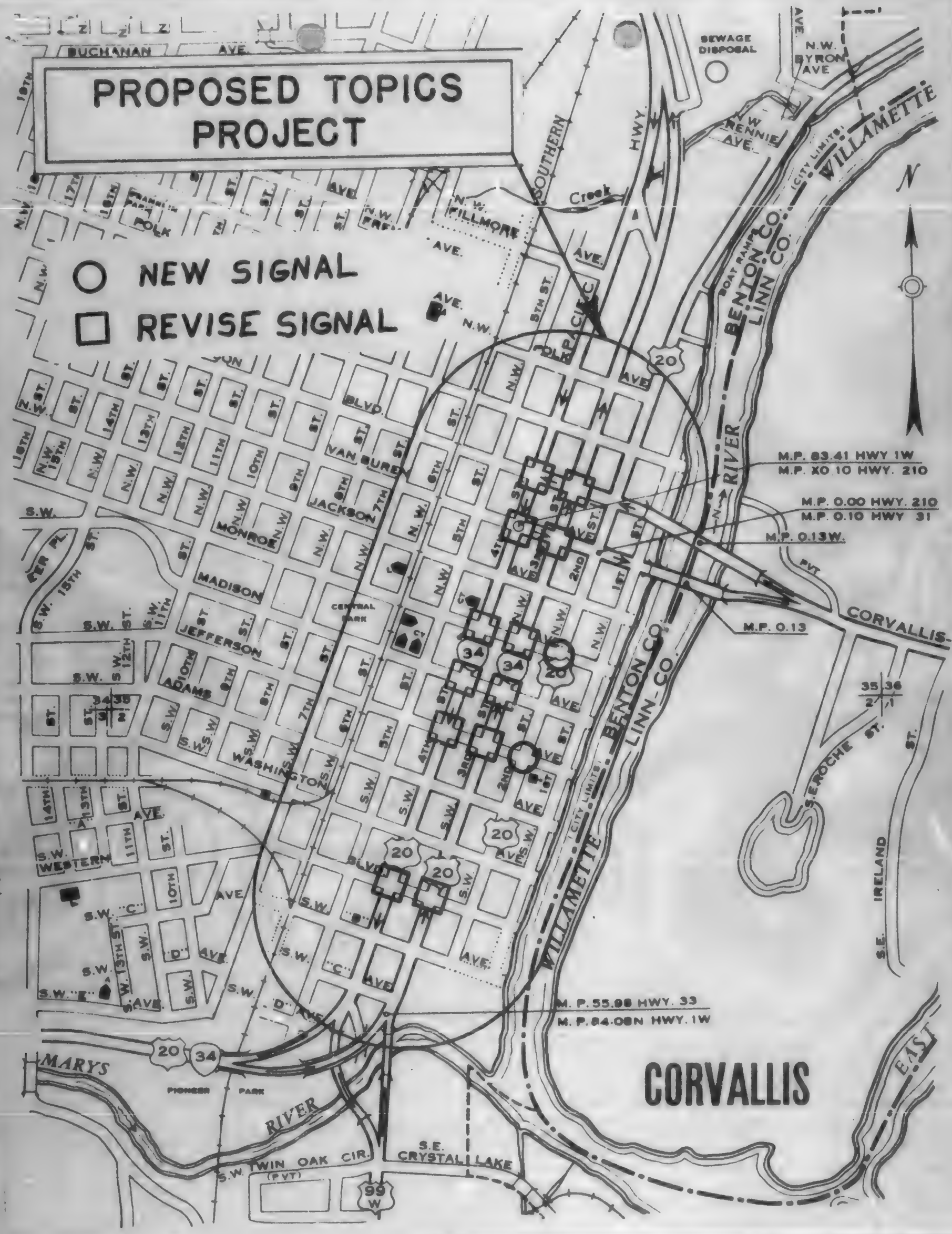
Install traffic control signing.

See attached map for geographical location.

PROPOSED TOPICS PROJECT

○ NEW SIGNAL

□ REVISE SIGNAL



Form B-10—4M—8-69

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Section 2nd. 3rd. and 4th. Streets (Corvallis) Date April 6th. 1 19 70

Highway City Sections of Pacific West, Corvallis-Albany and Corvallis-Lebanon Div. "B" Authorization No.

County Benton Survey Prefix 2-0602 (Assigned by Salem office)

Description of termini, route, length, etc.:

Survey at existing City Street intersections within corporate limits of Corvallis as follows.

SW 2nd. Street at Monroe Avenue
SW 2nd. Street at SW Jefferson Avenue
SW 3rd Street at NW Harrison Boulevard
SW 3rd Street at NW Van Buren Avenue
SW 3rd Street at Monroe Avenue
SW 3rd Street at SW Madison Avenue
SW 3rd Street at SW Jefferson Avenue
SW 3rd Street at SW Westeren Boulevard

SW 4th Street at NW. Harrison Boulevard
SW 4th Street at NW Van Buren Avenue
SW 4th Street at Monroe Avenue
SW 4th. Street at Madison Avenue
SW 4th Street at SW Jefferson Avenue
SW 4th Street at SW Western Boulevard.

14 normal street intersections

Purpose of survey:

To survey and prepare vicinity maps of 14 street intersections for the purpose layout for upgrading and re arranging traffic control signals and signing

TOPICS project

RECEIVED
COUNTY & CITY SECTION
MAY 11 1971
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Estimate of cost:

Field 1,080.00 (901)
Traffic 120.00 (911)

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 1,200.00

Previous authorization . . . . . —

Additional authorization requested . . . . —

Additional authorization approved (Salem) . —

Total all authorizations approved (Salem) . . —

Requests made by:

L.H.MacIntyre
Field Engineer

Recommended for Approval:

Division Engineer

Recommended for Approval:

Construction Engineer

Approved: Design

State Highway Engineer

Ass't

State Printing 5M68

PROGRAM & PLAN. DIV.
P. E. APPR. 5-20-70
FED. AID STATE

NOTED
H. S. COX

SALEM, OREGON
March 17, 1970

Mr. L. H. Young
Program & Planning Engineer
BUILDING

TOPICS Projects (4)
City of Corvallis
Programming

At its March 17 meeting, the Highway Commission approved four Federal Aid TOPICS project requests from the City of Corvallis.

The first project will provide route continuity by completing a 200 foot gap in N.W. 29th Street. This project will involve construction of a 40-foot curbed street section to match the width of the existing street. Total cost is estimated at $22,500, which includes $1,500 for preliminary engineering.

The second Corvallis project adds two new pretimed traffic control signals to the central business district traffic signal system and up-dates and standardizes twelve existing signalized intersections. A public hearing will be required. Total cost is estimated at $50,200, of which $1,200 is for preliminary engineering.

A third Corvallis project is a signalization and widening project on N.W. 9th Street that replaces an existing two-phase traffic control signal at N.W. Circle Blvd. with a fully-actuated traffic control signal and provides for a 700-foot long free left-turn lane southerly of the traffic signal on N.W. 9th Street. Total cost is estimated at $40,000 and includes $2,000 for preliminary engineering.

The fourth project is also a signalization and widening project. N.W. Harrison Blvd. will be widened between N.W. 31st Street and N.W. 29th Street to provide for turning movements and the existing two-phase traffic control signal at N.W. 29th Street will be replaced by a fully-actuated traffic control signal. A public hearing will be required. Total cost of this project is estimated at $34,000, and includes $2,000 for preliminary engineering.

Would you please file the required Notices of Intent with the appropriate clearing houses and program the preliminary engineering for these projects with the Bureau of Public Roads as Federal Aid TOPICS projects.

Attached for your information and use are the following:

1. Copies of project tabulations submitted to Highway Commission.

NOTED
R. H. PRANGE

NOTED
[illegible]

NOTED
[illegible]

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
MANOR C. HOLMES

NOTED
DON HARWELL

2. A Corvallis urban map showing the approved tentative TOPICS Federal Aid Primary Type II System.

3. Sixteen copies of the Corvallis Urban Area Map.

4. Maps of each project location.

NOTED
RICHARD UNREIN

Richard Unrein
Urban Aid Engineer'
County and City Department

RU:ljt
Attachments

RECEIVED
JAN 23 1970
ENGINEER
COUNTY & CITY DIVISION

TOPICS PROJECT REQUEST

Project # 2
Date 1/20/70

Name of City City of Corvallis
Major Street Name 2nd, 3rd, and 4th Streets
Section Name

Location of Project (Attach sketch map) Length
On Which System? Primary I X Primary II X or Secondary

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? NO Date PLAN approved: ; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? YES (If the latter, please attach documentation and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction?
Explain The Oregon State Highway Department has jurisdiction on 3rd and 4th Streets. They are US Highway 99W. 2nd Street is US Highway 20 and is under same jurisdiction.

Describe Project Upgrade the existing traffic signal system in the central business district. It is necessary to replace controllers and install additional traffic heads.
It is also proposed to install two additional lights on SW 2nd Street at SW Monroe and SW Jefferson Avenues.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Location: New signals at SW Monroe and 2nd and at SW Jefferson and 2nd. Update existing signals on SW and NW 3rd and SW and NW 4th Street. A total of 12 existing intersections.

2. Type: a. Traffic Control
   1. Pretimed X
   2. Traffic-actuated
      (a.) Full traffic-actuated
      (b.) Semi-traffic-actuated
      (c.) Volume density-actuated
      (d.) Pedestrian actuated

Footnotes:

1-28-70
Reviewed with L.P. Renz - R.P.R.

b. Flashing Beacon _____
c. Caution _____
d. Drawbridge _____
e. Lane-direction _____
f. Other _____

3. Number of Phases:
   a. Two 2
   b. Three _____
   c. Multiple _____

4. Is interconnection for coordination necessary? YES Remarks:
   They are presently inter-tied.

   If so, by cable or leased telephone line? by cable

5. Type of Suspension:
   a. Mast Arm _____
   b. Span Wire X
   c. Signal Bridge _____

6. Paint Color Desired: Aluminum

7. Present Signalization: None on 2nd Street.

8. Other Remarks: Controllers shall be 3 dial pre-timed with 3 offsets per dial.

II. ILLUMINATION DATA: (Eligible only when included as a priority project in approved TOPICS PLAN)

1. Location: Not Applicable

2. Type:
   a. Mercury Vapor _____
   b. Fluorescent _____
   c. High-pressure Sodium _____
   d. Incandescent _____

3. Luminaire Distribution Type and Classification:
   a. I _____
   b. II _____
   c. III _____
   d. IV _____
   e. V _____

Footnotes:

4. Luminaire Wattage:
   a. 175 _____
   b. 250 _____
   c. 400 _____
   d. 700 _____
   e. 1000 _____

5. Luminaire Spacing: _____

6. Maintained Intensity: _____

7. Uniformity Ratio: _____

8. Proposed Mounting Height:
   a. 30 ft. _____
   b. 40 ft. _____
   c. 45 ft. _____
   d. 50 ft. _____

9. Pole Type: a. Wood _____
   b. Steel _____
   c. Aluminum _____

10. Operating Voltage: a. 120 _____
    b. 240 _____
    c. 480 _____
    d. Series _____

11. Type of Wiring: a. Overhead _____
    b. Underground _____

12. Present Illumination: _____

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: Not Applicable

2. Desired Work: _____

3. Typical Section: _____

4. Curbs? _____ If so, a. Type Desired: (Standard, monolithic, rolled, or special) _____
   b. Exposure _____ inches
   c. Width between curbs _____ ft.
   d. Desired curb radius _____ ft.

5. Surfacing: A.C._____ P.C.C. _____ Oil _____ Other _____

6. Present Typical Section and Surfacing: _____

7. Traffic Control Signing:
   a. To be part of project? _____
   b. By City? _____ c. By State at City Expense? _____
   (NOTE: These signs must be in place prior to BPR acceptance.)

8. Striping:
   a. To be part of project? _____
   b. By City? _____
   c. By State at City Expense? _____
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind.)
   a. Length _____ft.
   b. Width _____ft.
   c. Type _____
   d. Location: _____

Footnotes:

IV. STRUCTURE DATA:

1. Location: Not Applicable _____

2. Desired Work: _____

3. Name of Structure: _____

4. Name of Stream, Street or Facility being Spanned: _____

5. Desired Roadway Width of Structure: _____ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? _____ Width? _____ft. Location _____

7. Is a particular type of structure and design desired? _____
Explain: _____

8. Can street be closed during construction? _____

9. Detour: a. Required? _____
b. By City? _____
c. By Contractor? _____

10. Approaches or Connections: a. By City? _____
b. By Contractor? _____
c. Traveled surface: Type _____
Width _____ ft.
d. Shoulders: Type _____
Width _____ ft.

11. Existing Structure: a. Remain in Place? _____
b. Use for Detour? _____
c. Removed by City? _____
d. Removed by Contractor? _____
e. Salvaged by Contractor for City? _____
(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? _____
    a. By City? _____
    b. By Contractor? _____

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: _____ Size: _____
       Owner: _____
    b. Sanitary Sewer Mains: _____ Size: _____
       Owner: _____
    c. Storm Sewer: _____ Size: _____
       Owner: _____
    d. Gas Mains: _____ Size: _____
       Owner: _____
    e. Power Lines: _____
       Owner: _____
    f. Telephone Lines: _____
       Owner: _____
    g. Other Utilities: _____
       _____

14. Does City wish provisions made for future utility attachment to structure? _____ Explain: _____
    _____

15. Does City wish lightpost bases and conduit installed? _____

16. Are there any unusual or complicating conditions? _____
    Explain: _____
    _____

17. Describe Existing Structure: _____
    _____
    _____
    _____

_____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA:

1. What is general width of existing right-of-way? 80 ft.
   a. Maximum: 80 ft.
   b. Minimum: 80 ft.

2. Will additional right-of-way be needed? No Explain: _____

3. Shall State prepare right-of-way descriptions? No

4. Is a public hearing necessary? No.
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: _____

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: _____

8. Are utilities on existing right-of-way by? Permit _____ or Franchise Yes (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner _____ _____, and dates between which water can be turned off:
   From _____ To _____ Location: _____

10. Are there any railroad crossings? No Location: _____

Footnotes:

a. Name of Railroad _____

b. Number of tracks: Mainline _____ Siding _____ Total _____

c. Sight Distance (1.) (Direction) _____ Distance _____ ft.
(2.) (Direction) _____ Distance _____ ft.

d. Number of Trains: (1) Passenger _____ Speed _____ mph
(2) Freight _____ Speed _____ mph

e. Angle of Intersection: _____

f. Type of Existing Crossing: (1.) Grade _____
(2.) Overcrossing _____
(3.) Undercrossing _____

g. Existing Protection: (1.) Advance warning signs _____
(2.) Automatic flasher _____
(3.) Automatic bell _____
(4.) Gates _____
(5.) Stop signs _____
(6.) Crossbucks _____
(7.) Other _____

h. Proposed Type Crossing and Protection: _____

_____

_____

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _____

(1.) Does City wish State to prepare P.U.C. hearing data? _____

(2.) Will P.U.C. application be made by? State _____
City _____

(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: _____

_____

_____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 92,000

2. Estimated Cost of Requested Project $ 48,000

3. Date Match Money is Available: Immediately

4. Will there be any 100% City money? No

5. Maximum Amount of 100% City Money: $ No

Footnotes:

6. Other Remarks: _____

_____

_____

This application is not complete unless a sketch map showing the location of the project is attached.

The Corvallis City Council on the 19th day of January, 19 70, adopted Resolution No. _____ or Ordinance No. 70-19, as the case may be, requesting this TOPICS project.

By C. Dean Smith
City Manager

By Tony Fox
Public Works Director

City of Corvallis
Public Works Department
January 20, 1970

DOCUMENTATION

Proposed TOPICS Project

2. A. Type: Signalization and Upgrading.

B. Location: 1. Central Business District Traffic Signals Upgrading.

C. 2. Install new signals at 2nd and Monroe and at 2nd and Jefferson.

C. Estimated Cost: 1. $30,000

2. 18,000

Total $48,000

D. Areawide TOPICS Plan Status:

The tentative TOPICS Primary Type II Federal Aid System for the Corvallis Urban Area was approved by the Oregon Division Engineer of the Bureau of Public Roads effective December 3, 1969. It is expected to complete the requirements for the area wide TOPICS plan in the 18 month period allowed. Part of the data has already been gathered and work is proceeding toward completion within the 18 month period. This project will be a priority project on the completed plan.

E. Purpose of Project:

Attached is a letter from the State Highway Department to the Corvallis City Manager, dated April 3, 1967, which urges the City to modernize the existing signal system. Since 1967, the City has regularly scheduled this project in its capital improvement program, but has delayed undertaking this project because of lack of funds.

At the two intersections proposed for installation of traffic signals, morning and evening peak hours produce heavy through and turning movements. Since 1965, the construction of City off-street parking lots on 2nd Street between Monroe and Jefferson, has increased traffic loadings on this street, which is the Easterly edge of the Central Business District.

Monroe and 2nd Street is the Easterly end of the major one-way couplet planned for installation in the summer of 1970, the number one priority project in the Corvallis Area Transportation Study.

The Post Office is located at Jefferson and 2nd Street. Jefferson Avenue serves as the major access to the Easterly portion of the Oregon State University campus. The new administration building is now under construction at Jefferson and 15th Street.

FORM S-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 3, 1967

Mr. John F. Porter
City Manager
City Hall
Corvallis, Oregon

x filed in #315.242

Dear Mr. Porter:

As a portion of Oregon's Safety Improvement Program, we are analyzing conditions on various sections of our state highway system in order to determine if safety conditions might be improved.

Our analysis indicated that Third and Fourth Streets (US99W) between Harrison and "A" Streets in Corvallis have a very unfavorable accident pattern. Our accident records for these two sections of the one-way couplet indicate that safety conditions could be greatly improved by modernizing the existing signal system.

Most of these signals were installed over 16 years ago. Equipment is now obsolete and unreliable in operation and in many instances does not meet modern standards for traffic signals. A safety project involving the following work is proposed:

1. Provide two vehicle signal faces for each approach at each intersection.

2. Provide 12-inch red lenses for southbound Fourth Street traffic at Harrison Street and northbound Third Street traffic at "A" Street.

3. Replace all controllers except that at Third and Harrison which is relatively new.

NOTED

NOTED
R. L. SCHROEDER

NOTED
L.E. GEORGE

4. Replace existing pedestrian signals with the standard square type with "WALK - DONT WALK" indications.

5. Install interior-illuminated "ONE WAY" signs wherever such do not exist.

The estimated cost of the proposed work is $25,000. In keeping with our standard policy regarding traffic signal installations, we ask that the City cooperate in this safety project to the extent of paying one-half the cost and agreeing to continue maintaining the signals and paying for electrical energy.

If the City is agreeable to participating in this project, we will prepare the necessary agreements.

Very truly yours,

Forrest Cooper
State Highway Engineer

ORIGINAL SIGNED
By TOM EDWARDS

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
R. D. Asburry

LEG:mk ja

RECEIVED
APR 4 ...
TRAFFIC ENGINEERING

CITY OF CORVALLIS
ENGINEERING DEPT.

TRAFFIC LIGHT INSTALLATION
2nd. MONROE AND 2nd. & JEFFERSON

DES.	DRN. N. J. C.	CKD
DATE 1-20-70	SCALE 1"=600'	SHEET 1 OF 1

7862 Terrebonne-Bend Sec. of The Dalles- 1973
California Highway
(Grading, paving, and structures)

7862

215-74

STATE COPY

cc: OSHD (H S Coulter)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

Cat

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	7	Deschutes	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
2-15-74	D. B. Carter, Area Engineer		F-123(23)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
8-24-73	October 12, 1973	100 %	225 CWD
APPROVED EXTENSIONS	**LOCATION**		
None	This project is located on The Dalles-California Hwy extending north from near Bend to a point near Terrebonne OR.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

FEB 27 1974

REGIONAL OFFICE

TERREBONNE-BEND SECTION
THE DALLES-CALIFORNIA HIGHWAY
Grading, Paving, and Structures

This project provided for the construction of five passing bays on The Dalles-California Highway between Bend and Terrebonne, Oregon.

All contract work was completed August 24, 1973 at which time 173 of the specified 225 calendar work days had elapsed.

The final contract amount was $818,025.77, an underrun of 2.4%. The original contract amount was $837,718. The Resident Engineer's statement of overruns and underruns is attached to the Division office copy of this report.

Measurements taken at the final inspection have been mentioned in previous reports. Copies of all price agreements and extra work orders are available and on file in the Division office files. All participating work on this project has been completed.

RECEIVED
MAR 1 1974
Office of
Assistant State Highway Engineer

3-1-74
cy Cont.

NOTED
H.S.COULTER

RECEIVED
FEB 28 74
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
FHWY ENGR

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE	Original Signed by D. B. Carter Area Engr.	SIGNATURE	Original signed by G. K. Hossner Dist. Engineer
D. B. Carter		G. K. Hossner	
TITLE	DATE	TITLE	DATE
Area Engineer	2-15-74		FEB 25 1974

Form PR 33-E (Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

#7862

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701

NOTED
H. S. COULTER

RECEIVED
DEC 13 1973
Office of
Assistant State Highway Engineer

DATE December 11, 1973

RECEIVED
STATE HWY ENGR
DEC 14 73
REFER TO
FOR
Info | Invest | B/D | D/R | Sign | Act | File

TO H. S. Coulter
Asst. State Highway Engineer
SALEM

FROM Robert A. Sandmann
Regional Construction Engineer

NOTED
A. E. JOHNSON

SUBJECT Del Sager Complaint
Terrebonne-Bend Section, The Dalles-California Highway

Two meetings have been held with Mr. Sager for the purpose of resolving items raised by him in previous correspondence. Mr. Harold Brainerd and I met with Mr. Sager on November 30, 1973, and all items in his November 8, 1973, letter were discussed. Explanations along the lines of A. E. Johnson's letter of October 26, 1973 were presented.

After considerable discussion, three items of concern remained. They were:

1. Re-establishing the property corners destroyed by the construction.

2. The true acreage of the taking, since there seemed to be a question of whether the strip of land was 10 feet wide or 13 feet wide.

3. Loss of water rights.

Further investigation of items 1 and 2 was promised, with a follow-up meeting to be held.

I met with Mr. Sager again on December 8, 1973, to report the findings of the additional investigation of items 1 and 2. I reported that there was no law requiring property corners to be set as a requisite for selling of property. Mr. Sager was not satisfied completely and continued to express concern over the loss of the corners.

At the first meeting, on November 30, 1973, I obtained a copy of a survey map of the Sager property from Mr. Sager. By correlating the property survey map with our Right of Way map, I was able to satisfy his concern over the true acreage of the taking. He agreed to the taking of 0.29 acres.

The concern over water rights has not been reconciled. I am certain more can be expected from Mr. Sager on this item.

Harold Brainerd and I met with Mr. Anderson, of Central Oregon Irrigation District, to determine certain information regarding water rights. We were informed that Mr. Sager had 12 acres of water right assigned to his property before the taking. Technically, our taking of 0.29 acres of property would reduce his water right an equivalent amount. As a practical matter, Mr. Anderson informed us that metering of the water does not allow for such accurate measurement. It is very possible that Mr. Sager will receive as much water after the taking as he received before our taking.

My conclusions, after this attempt to resolve items raised by Mr. Sager, are that he may be momentarily satisfied with explanations on most of the items; but, he definitely is not satisfied on the water rights issue. Mr. Sager will no doubt continue to pursue the water right issue and may even resurrect any or all of the items previously discussed. He may even attempt to dig up some new ones.

The State has met all obligations, and further meetings would serve no purpose other than a sounding board for continued complaints and allegations.

RAS:mr

encl: A. E. Johnson Letter of October 26, 1973

cc: Harold Brainerd
W. W. Robertson

#7862

November 23, 1973

Mr. Del F. Sager
4431 N. Canal Blvd.
Redmond, OR 97756

Dear Mr. Sager:

Your November 8 letter indicates that there apparently is still some misunderstanding regarding the right-of-way agreements for the property which we acquired.

It would appear that a meeting between you and a representative of our Region office might best resolve any misunderstandings. We are therefore requesting that someone from our Bend office contact you soon to arrange a meeting date.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc: F. B. Klaboe
H. S. Coulter
J. B. Boyd (enc.)
J. F. Putnam (enc.) - Please contact Mr. Sager and attempt to work this out.

HSC:ia dpy

C
O
P
Y

Redmond, Oregon
Nov. 8, 73

Mr. A. E. Johnson
Acting Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Sir.

In answer to your letter of Oct. 26, 73.

About Salvageable and nonsalvageable posts, the 24 split ceader posts which didn't come cheap, that I had just put in not quite two months before this ordeal took place, were very salvageable to my estimation as were quite a number of other ones.

As to the mesh and barbed wire. It seems as though if I were to have it, it would have been a very simple and easy matter to have put it on my property instead of lugging it up a ten foot or more high slope to the highway where my wife seen it last. That fencing was earmarked long before it came down for other purposes than mine.

On the property line stakes. That is another point where your representive failed to lay the cards on the table. If he had of told me no that the state would not reestablish said stakes, I would have asked to have been paid for the surveycrs fee to restablish them. This property had just been surveyed and at a good expense. I doubt if a surveyor would set foot on here for less than $200.00. If George Brainerd's verbal declaration in front of my wife and myself that the state would restablish said stakes didn't hold water, he should have kept his mouth shut.

COPY

Relocation of Irrigation Ditch. If the highway right of way had stuck to its ten feet as explained to me (not almost thirteen feet) I would have been above the wash and would have had no trouble.

Fence. You state that the resident engineer contacted me to explain what happened and that he did not desire to let off of the hook. Well there is quite a difference of opinion there on my part. Why did he keep asking me, "What are we going to do about it?"

Water rights. If I had of known before hand, I would have been with my neighbors in not signing the deed. That could have been explained you know. There was not one word about water rights mentioned in the deed.

If the state feels they have lived up to their obligations, then I believe the opinion I formed of the State Hwys. Dept. years ago is right. "All for nothing and nothing for all."

/s/ Del F. Sager
4431 N. Canal Blvd
Redmond, Oregon

P.S. If there is any doubt about this property survey have a representative stop by and I will show him a blueprint of this property.

ja
11/13/73

OCT 29 1973

October 26, 1973

Mr. Del F. Sager
4431 N. Canal Blvd.
Redmond, Oregon 97756

Dear Sir:

Upon receipt of your letter of October 15, we have investigated the complaints and have found the following explanations:

Salvaged Fence The contractor was notified to roll both the mesh and barbed wire fence and place it where it would be available for you to pick up. None of the posts were found to be salvageable, so they were disposed of. The wire was rolled up and placed on the edge of the fill for you to pick up. We are unaware of what occurred thereafter and are very sorry.

Property Line Stakes Evidently there is a misunderstanding of the terminology involved. Your option calls for the State to re-establish the fencing on the right-of-way line and to re-establish corner posts. The intent of this statement is to re-establish the existing fencing posts as corner fence posts which require certain sizes of post and bracing. The State Highway Division does not have the authority to re-establish a property corner. The only right we have is to establish a right-of-way boundary from the center line of our highway. The fence corner posts were constructed as called for in the option.

Relocation of Irrigation Ditch The option, as negotiated with and signed by you, included $600 for re-establishing your irrigation ditch. Although we had no obligation to do so, the Resident Engineer requested that our contractor dump a load or two of excavation material from

our cut into areas where you were required to span a wash. No attempt was made to sort out the material, and we are sorry that it contained rock. However, as we had no obligation to do this work, we felt we were helping you. If there is a 400-pound boulder remaining on your property, we will remove it; and I am asking Mr. J. F. Putnam, Regional Engineer at Bend to do this.

Fence Prior to the receipt of your signed option, the Resident Engineer was advised that your fence was to be replaced in kind. He proceeded on this basis until such time as he received a copy of the signed option, and upon learning of his mistake he stated that he contacted you and attempted to explain what occurred. He did not desire to be let "off the hook", but only desired to let you know what occurred. He immediately instructed the contractor to revise the Type 1 to Type 2, and this was done when material and time became available.

Water Rights Water rights go with the land. Although no mention was made of the fact during negotiations, Mr. Brainerd advises that it was taken into consideration with the price paid for the land.

The State feels that they have lived up to the obligations as spelled out in the option which you signed.

Very truly yours,

ORIGINAL SIGNED BY
A.E. JOHNSON

A. E. Johnson
Acting State Highway Engineer

bc: H. S. Coulter
J. F. Putnam (please follow through) ✓
J. B. Boyd

cm

7862

STATE COPY

MONTHLY TRANSACTION NUMBER: 11-25 11-26	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE: Oregon
PROJECT REPORT NUMBER: 5	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY: Deschutes
MODIFICATION NUMBER: 1	(PPM 21-7) 11-13-73	PROJECT NUMBER: F-123(23)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 15, 19 73, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 939,617.00	$ 965,060.00
Federal Funds	$ 597,220.00	$ 617,103.00
Other revisions		

This modification is made for the following reasons:

to include approved work that was previously retained in program status and add approved Price Agreement.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 13th day of November, 19 73.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Ed Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. J. Smith for E. L. Green
(Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-665

Oregon State Highway Division

Federal-aid Project
No. F-123(23)

TERREBONNE-BEND SECTION

THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

Salem, Oregon, November 6, 1973

Revised Project Agreement Estimate

Type Code 6201
Roadway (Sections "A" "B" "C" "D" "E" between Sta. 176+00 to Sta. 681+00)

Mobilization	All Required		$ 28,000.00
Furnish Field Laboratory Building	All Required		1,000.00
Temporary Protection and Direction of Traffic	All Required		20,000.00
Clearing and Grubbing	All Required		12,000.00
Removal of Structures and Obstructions	All Required		2,000.00
*General Excavation	38,875 cu.yds.	1.20	46,650.00
Trench Excavation	230 cu.yds.	10.00	2,300.00
Finishing Roadbed and Slopes	All Required		10,000.00
Watering	570 M-gals.	1.00	570.00
Bituminous Base Mixture	32,400 ton	5.00	162,000.00
Asphalt in Bituminous Base Mixture	1,780 ton	40.00	71,200.00
Plant-Mix Aggregate Base	47,200 ton	2.80	132,160.00
Class "C" Asphalt Concrete Mixture	27,600 ton	5.40	149,040.00
Asphalt Cement in Mixture	1,790 ton	40.00	71,600.00
Asphalt in Tack Coat	25 ton	70.00	1,750.00
Class A Concrete in Box Culvert	140 cu.yds.	90.00	12,600.00
Reinforcement in Box Culvert	8,000 lbs.	0.22	1,760.00
12-inch Culvert Pipe	60 lin.ft.	5.00	300.00
18-inch Culvert Pipe	410 lin.ft.	6.00	2,460.00
24-inch Culvert Pipe	15 lin.ft.	8.00	120.00
Guard Rail, Type 2A	1,200 lin.ft.	5.00	6,000.00
Guard Rail Anchors	10 only	200.00	2,000.00
Extra for Guard Rail Bridge Connection	4 only	200.00	800.00
Extra for Asphalt Approaches	80 only	50.00	4,000.00
Guide Posts	160 only	10.00	1,600.00
			$ 741,910.00

Anticipated Items

Flagging (60% of Contractor's Cost)	All Required		$ 9,500.00
Permanent Pavement Striping	All Required		3,600.00
Temporary Erosion Control	All Required		500.00
On-the-Job Trainee (4 @ $800)	All Required		3,200.00
Permanent Signing S.F.O. #1	All Required		6,500.00
Work by Central Oregon Irrigation District S.F.O. #2	All Required		500.00
Remove Material from Canal E.W.O. #2	All Required		500.00
Borrow Excavation P.A. #1	31,550 cu.yds.	1.20	37,860.00
			$ 62,160.00
	Subtotal		$ 804,070.00
	Engineering		80,407.00
	Total		$ 884,477.00

*Change in bid item

Type Code X020
Structure Bridge #1675B (Sta. 160+60.7 to Sta. 160+83.7)

Alterations to Existing Structure	All Required (50%)		$ 10,000.00
Shoring, Cribbing, Etc.	All Required (20%)		4,600.00
Structure Excavation	40 cu.yds.	1.00	40.00
Structure Excavation Below Elevation Shown	5 cu.yds.	5.00	25.00
Class "A" Concrete (20 cu.yds.)	All Required (20%)		3,000.00
4' x 30'/35' Prestressed Slabs	8 only	900.00	7,200.00
Reinforcement (2,900 lbs.)	All Required (30%)		653.40
			$ 25,518.40

Type Code X020
Structure Bridge #3296A (Sta. 435+69.8 to Sta. 436+30.92)

Alterations to Existing Structures	All Required (50%)		$ 10,000.00
Shoring, Cribbing, Etc.	All Required (80%)		18,400.00
Structure Excavation	180 cu.yds.	1.00	180.00
Structure Excavation Below Elevation Shown	15 cu.yds.	5.00	75.00
Class "A" Concrete (110 cu.yds.)	All Required (80%)		12,000.00
4' x 20'/25' Prestressed Slabs	6 only	800.00	4,800.00

Reinforcement (7,000 lbs.)	All Required (70%)		$ 1,524.60
Metal Rail	38 lin.ft.	20.00	760.00
			$ 47,739.60
	Subtotal		$ 73,258.00
	Engr. & Cont.		7,325.00
	Total		$ 80,583.00

Length of Roadway - - - - - - - 5.761 Miles
Length of Structures (2)- - - .016 Mile

Total 5.777 Miles

Cost of Roadway Per Mile- - - $153,101.96

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$884,477.00	$565,885.00	$318,592.00
Structures	80,583.00	51,218.00	29,365.00
Total	$965,060.00	$617,103.00	$347,957.00

Group 1 - 100%

Contract No. 7862

Prefix: 9-1084

TERREBONNE-BEND SECTION

Nonparticipating - State Work

Setting Mailbox Posts	32 only	10.00	$ 320.00
Furnish Mailbox Posts	All Required		200.00
State Responsibility for Damages	All Required		500.00
			$ 1,020.00

7862

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
2-50	**FEDERAL-AID PROJECT AGREEMENT**	Oregon
PROJECT REPORT NO.	*(PPM 21-7)*	COUNTY
3	2-15-73	Deschutes
		PROJECT NO.
		F-123(23)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 97 2.1 Mi. South of Terrebonne to 2.1 Mi. North of Bend

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-3-73	5.72
OTHER *(Specify)*		

FUNDS **Pro Rata 63.56%**

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 939,617	$ 597,220

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. L. Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for **G. L. Green** (Division Engineer)

Date executed by Division Engineer FEB 15 1973

FORM PR-2 (REV. 2-71) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. F-123(23)

TERREBONNE-BEND SECTION

THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

Salem, Oregon, February 8, 1973

Project Agreement Estimate.

Type Code 6201
Roadway (Sections "A" "B" "C" "D" "E" between Sta. 176+00 to Sta. 681+00)

Mobilization	All Required			$ 28,000.00
Furnish Field Laboratory Building	All Required			1,000.00
Temporary Protection and Direction of Traffic	All Required			20,000.00
Clearing and Grubbing	All Required			12,000.00
Removal of Structures and Obstructions	All Required			2,000.00
General Excavation	57,400	cu.yd.	1.20	68,880.00
Trench Excavation	230	cu.yd.	10.00	2,300.00
Finishing Roadbed and Slopes	All Required			10,000.00
Watering	570	M-gal.	1.00	570.00
Bituminous Base Mixture	32,400	ton	5.00	162,000.00
Asphalt in Bituminous Base Mixture	1,780	ton	40.00	71,200.00
Plant-Mix Aggregate Base	47,200	ton	2.80	132,160.00
Class "C" Asphalt Concrete Mixture	27,600	ton	5.40	149,040.00
Asphalt Cement in Mixture	1,790	ton	40.00	71,600.00
Asphalt in Tack Coat	25	ton	70.00	1,750.00
Class A Concrete in Box Culvert	140	cu.yd.	90.00	12,600.00
Reinforcement in Box Culvert	8,000	lb.	0.22	1,760.00
12-inch Culvert Pipe	60	lin.ft.	5.00	300.00
18-inch Culvert Pipe	410	lin.ft.	6.00	2,460.00
24-inch Culvert Pipe	15	lin.ft.	8.00	120.00
Guard Rail, Type 2A	1,200	lin.ft.	5.00	6,000.00
Guard Rail Anchors	10	only	200.00	2,000.00
Extra for Guard Rail Bridge Connection	4	only	200.00	800.00
Extra for Asphalt Approaches	80	only	50.00	4,000.00
Guide Posts	160	only	10.00	1,600.00
				$764,140.00

Anticipated Items			
Flagging (60% of Contractor's Cost)	All Required		$ 9,500.00
Permanent Pavement Striping	All Required		3,600.00
Temporary Erosion Control	All Required		500.00
On-the-Job Trainee (4 @ $800)	All Required		3,200.00
			$ 16,800.00
	Subtotal		$780,940.00
	Engr. & Cont.		78,094.00
	Total		$859,034.00

Type Code X020
Structure Bridge #1675B (Sta. 160+60.7 to Sta. 160+83.7)

Alterations to Existing Structure	All Required (50%)		$ 10,000.00
Shoring, Cribbing, Etc.	All Required (20%)		4,600.00
Structure Excavation	40 cu.yd.	1.00	40.00
Structure Excavation Below Elevation Shown	5 cu.yd.	5.00	25.00
Class "A" Concrete (20 cu.yd.)	All Required (20%)		3,000.00
4' x 30'/35' Prestressed Slabs	8 only	900.00	7,200.00
Reinforcement (2,900 lb.)	All Required (30%)		653.40
			$ 25,518.40

Type Code X020
Structure Bridge #3296A (Sta. 435+69.8 to Sta. 436+30.92)

Alterations to Existing Structures	All Required (50%)		$ 10,000.00
Shoring, Cribbing, Etc.	All Required (80%)		18,400.00
Structure Excavation	180 cu.yd.	1.00	180.00
Structure Excavation Below Elevation Shown	15 cu.yd.	5.00	75.00
Class "A" Concrete (110 cu.yd.)	All Required (80%)		12,000.00
4' x 20'/25' Prestressed Slabs	6 only	800.00	4,800.00
Reinforcement (7,000 lb.)	All Required (70%)		1,524.60
Metal Rail	38 lin.ft.	20.00	760.00
			$ 47,739.60
	Subtotal		$ 73,258.00
	Engr. & Cont.		7,325.00
	Total		$ 80,583.00

Length of Roadway - - - - - - -	5.761 Miles
Length of Structures (2)- -	.016 Mile
Total Length - - - - - - -	5.777 Miles
Cost of Roadway Per Mile- - -	$149,111.96

Work Retained in Program Status

Permanent Signing	All Required	$ 6,500.00
Work by Central Oregon Irrigation District	All Required	500.00
Remove Material from Canal	All Required	500.00
Repair Cracks and Fractures in Canal	All Required	500.00
Reinforce Abutments	All Required	500.00
	Subtotal	$ 8,500.00
	Engr. & Cont.	850.00
	Total	$ 9,350.00

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Roadway	$859,034.00	$546,002.00	$313,032.00
Structures	80,583.00	51,218.00	29,365.00
Subtotals	$939,617.00	$597,220.00	$342,397.00
Retained in Program	9,350.00	5,942.00	3,408.00
Totals	$948,967.00	$603,162.00	$345,805.00

Group 1 - 100%

Contract No. 7862

Prefix: 9-1084

TERREBONNE-BEND SECTION

Nonparticipating - State Work

Setting Mailbox Posts	32 only	10.00	$ 320.00
Furnish Mailbox Posts	All Required		200.00
State Responsibility for Damages	All Required		500.00
			$ 1,020.00

7862

October 30, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. N. Young
Office Engineer

Federal-aid Project
No. F-123(23)

SUBJECT Request Change Order Approval

Contract 7862, State Force Order No. 5

Project Terrebonne-Bend

Highway The Dalles-California

County Deschutes

The order covers construction of guard rail by State forces to protect the irrigation canal structure. This work was not included in the contract plans on specifications; however, it is necessary to satisfy current safety standards. It is in the public interest for State forces to perform this work since the contractor has completed his work and removed his men and equipment from the project.

The estimated total cost of the work to be done under this order is $1,625.00 with Federal participation of $975.00. Reimbursement on an actual cost basis is requested.

Attached are copies of a letter from the Regional Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer on August 30, 1973.

Your approval as of August 30, 1973 is requested.

Attach.

JK:js

To: AEJ.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701

DATE October 22, 1973

RECEIVED
STATE HWY ENGR
OCT 23 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sirn | Act | File

TO H. S. Coulter
Asst. State Highway Engineer
SALEM

FROM J. F. Putnam
Regional Engineer

SUBJECT Assignment No. 132
Del Sager Complaint
Terrebonne-Bend Section of The Dalles-California Highway

Attached is a rough draft reply to Mr. Del Sager regarding his complaints of supposed things which the Division did not perform.

We did attempt to contain the new facility within the existing right-of-way or take all necessary right-of-way from the westerly side. However, this was not economically feasible, so it was necessary to obtain additional width to contain our fill.

The option called for us to re-establish the fencing on the right-of-way line, and prior to its receipt, Resident Engineer Robertson though that it was an in-kind replacement. He, therefore, replaced Type 2 fence with Type 2 and Type 1 fence with Type 1.

Upon receipt of the option and learning of his mistake, he contacted Mr. Sager and attempted to explain what occurred. He made no attempt to "get off the hook" and was merely explaining what happened. The Type 1 fence was changed to Type 2 fence as soon as material was available

We also agreed to allow Mr. Sager to salvage the old fence and any wooden posts which were salvageable. However, it turned out that none of the posts were salvageable. The barbed wire and mesh were rolled up and left in place with the intent that Mr. Sager would pick them up. Sometime, between the rolling of the wire and Mr. Sager's attempt to salvage it, the wire disappeared. We do not know who took it, nor can we trace it at this point. We do know that none of our people picked it up and traded it in on "a fifth or a case of beer."

RECEIVED
OCT 23 1973
Office of
Assistant State Highway Engineer

The option also provided Mr. Sager with $600 for re-establishing his irrigation ditch. Mr. Sager made verbal contact with our people and we felt that we could help him by dumping a load or two of material in some areas requiring embankment. Undoubtedly, there was some rock in the material, as we utilized that which came from our general excavation. If there is a 400 pound boulder on Mr. Sager's land, we will see to its removal.

The option also called for the State to re-establish corner posts. Here again, we have a misconception of what this statement means. Discussions with Mr. Brainerd show the intent was to re-establish corner fence posts and not property lines. We do not have the authority to establish a property corner and would be unable to do so without a complete survey of the entire property and others in the area. As to my knowledge, there were no corners set on the original lot. We did re-establish the fence corner posts, and have monumented our right-of-way line.

Mr. Brainerd advises me that water rights go with the land, and that Mr. Sager was compensated for the water rights for the .29 of an acre, more or less, which we purchased; but, that no specific mention was made during negotiation. He also advises that there is an accumulation of these rights, and that in the past they have been transferred to Smith Rock State Park. Mr. Brainerd states that, through court decree, the water rights go with the land purchased.

As to the remainder of Mr. Sager's letter, I do not feel that it even deserves an answer. We are in the process of fencing Mr. Marcus's land, which was obtained after the project was well underway. We originally did not need extra width throughout his entire frontage, but Mr. Marcus requested that we purchase the remainder so that he would not have a jog in his frontage. We agreed that this was the proper thing to do, and are fencing with State forces.

Mr. Sager is an avid union man, and as Mr. Coats is non-union, he is taking this opportunity to comment adversly regarding the project. We have received no other complaints, and those who have made inspection of the job feel that it is slightly better than usual for this type of work.

JFP:mr

enclosure

cc: W. W. Robertson

C
O
P
Y

Redmond, Oregon
October 15, 1973

Oregon State Highway
Division
State Highway Building
Salem, Oregon 97310

Courtesy-Copy

Dear Sir:

As of Feb. 3, 1973 it was agreeded on by myself (Del F. Sager and my wife Doris G. Sager) to release .29 of an acre of our property to the Oregon State Highway Dept.

At the time one George Brainerd representive of Oregon State Highway Dept., who we thought and fully expected to be here representing the "State" and also to be honestly in position to put the cards on the table for both parties, which so far hasn't been the case for this party.

It was verbaly agreed that I was to receive the old mesh fence, barbed wire and the salvageable wooden posts, which I said I would remove if the new fence was put up before to protect my property, he "George Brainerd" stated in front of both of us Mrs. Sager & myself that it didn't make any difference as they had to pull the old fence down anyway and that they (contractor) would tear it down and I could have the old mesh fencing, barbed wire and posts.

Well the fence contractor took down the old fence and had rolled it into rolls and as Mrs. Sager told me that evening when I got home from work that it was laying on the edge of the new fill for the highway. That was about 5:30 in the evening and Mrs. Sager had seen it there at about 5:00 that evening. When

RECEIVED
OCT 17 1973
Office of
Assistant State Highway Engineer

I asked George Brainerd and the project engineer what happened to the fencing neither one knew or wanted to know anything about it, as I stated it probably made good trading material for, a fifth or a case of beer or two. I have asked for what I was told I could have three different times and have not received any fencing to replace that, yet to this day.

I was also told and promised on three different occasions that my property line stakes, markers or posts would be restablished or relocated to conform with what property I have remaining after State Hwys took from my property that part they wanted.

Mr. Andy Marcus called me this morning from Calif. to see if his frontage on the Hwy. 97 side had been fenced as promised by Oregon Hwy. Dept. It is not finished.

On the relocation on my property when I relocated the ditch I was forced to span two washes, where I found the right-away to exceed the ten feet I was told I would be. On complaining to one George Brainerd he told me they would put some dirt in there for me, evidently both he & the project engineer missed that part of their education on the difference between dirt and rock as I had a twenty to thirty yard pile of rock up there before it was over with, which I made them remove. I still have several yrds. of this rock remaining plus one 400 lb. boulder.

Project engineer put up new fence for approx. two thirds of the distance to be fenced (mesh & barbed wire) and then put up barbed wire on the remaining part. After discovering the mistake, he tried to get me to let him off of the hook by accepting his mistake proclaiming he had not seen the specs. until after this had been done. It is a good thing he seen the rest of the specs in time as this part of the hwy might have been running

east & west instead of north & south.

Then there was the matter of water of which nothing is said about in the contract or deed, nor of which Brainless said anything about either, after finding out about it and jumping him on the matter for not bringing it up during the time of bargaining, to which no answer was given. The only thing that was ever said on the matter was the State needed it for Smith Rock State Park, which as everybody around here feels has enough water now and this is from some who know.

Then later I found out State Hwys. when they have obtained enough water rights property sell it off.

The promises that have been given here were the poorest excuse of promises ever given. I want my fencing and property stakes put in as promised and no ifs, ands, or buts. Mr. Andy Marcus would like his promise fulfilled also. Mr. Marcus will be up from Calif. shortly.

At this time I wish to congratulate the State Hwys. Dept. on the constructing of the latest suicide lanes, it would take two hwy. patrolmen working 24 hrs. per day to keep order on this mess. The slow movers use the center lane and the fast ones use the outside lanes and there is a full charge or sprint for the two lanes at each end sometimes three abreast.

Nothing has ever been done about that curve on the north end which is flat (no super) and has accounted for quite a large number of accidents over the years.

As I spent most of the working years of my life on construction and have my initials carved on a few pieces of hwy, around the state, I will say I have never seen a poorer piece

or pieces of construction than this piece here and those between Redmond and Bend and many good contractors have said the same.

It seems as though when someone drops a couple of hundred thousand or more on the table on the bid that the state bends way over backwards to accept this kind of shoddy work. It is somewhat like expecting a boy to do a man's work, you cannot expect a farmer to do a good piece of highway construction. With no thanks to anyone for the peoples taxes who support this kind of a mess.

I imagine the asylum down there is happy to get rid of the characters they make project engineers and property supervisors out of.

I also have a letter here from his lordship the governor stating that before this mess was started that it would be constructed on the west side.

I fully expect a reply in the near future in regards to the forementioned articles.

/s/ Del F. Sager
4431 N. Canal Blvd.
Redmond, Oregon 97756

ja

10/16/73

#7862

STATE OF OREGON
1859

TOM McCALL
GOVERNOR

7862

RECEIVED
STATE HWY ENGR
MAR 20 73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

March 14, 1973

Mr. Del F. Sager
4431 N. Canal Boulevard
Redmond, Oregon 97756

Dear Mr. Sager:

I understand that in connection with the construction of the passing lane, the Highway Division is asking a total of 0.29 acre, which consists of a strip of land 10 feet wide paralleling the existing Highway 97 right-of-way. The engineers considered taking all of the right-of-way on the westerly side; however, it was not economically feasible to do so since there would be a large amount of excavated material that could not be used within the limits of the project, which would increase the costs unrealistically.

The Highway Division's Right of Way Supervisor in Bend has been attempting to contact you, and he will be able to explain the problems to you in person.

If I can be of any further assistance, please let me know.

Sincerely,

NOTED
F. B. KLABOE

Governor

TM:dr

bcc: Highway

RECEIVED
MAR 20 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

COPY

2.23.73 Sager to Hwy.

Redmond Oregon
2-21-73

Mr. Tom McCall
Governor of the State of Oregon
State Capitol
Salem Oregon 97310

FEB 2 2 1973

Dear Sir:

In regards to your letter of Dec. 26, 1972. I regret to say the improvement of Hwy. 97 for passing lane in the Cinder Butte area has already cost me 1.29 of an acre plus 10 feet more which the Hwy. Dept is now asking for.

This will amount to about 75% fill on this addition. On the other hand if they were to take the west side of Hwy 97 it would result in cut and fill from the cinder pit side of the road with approx. 25% fill on the north end.

Perhaps it is like one party said after reading your letter, "The Governor's help don't seem to understand him very well".

Mrs. Stacy Johnson whose place is on the north side of Cinder Butte (west side of Hwy 97) is experiencing a reduced a weed (approx) through his fence and onto his property off of the sharp curve north of the Butte. I understand he has appealed to the Hwy. Dept. repeatedly for a sign to be put up warning approaching motorists of same curve and of this date nothing has been done about it. ~~as of this date.~~

The Homeowners Property Tax Relief has resulted in a state of complete confusion.

My wife and myself went to Bend to the Deschutes County Court House to get assistance from someone we hoped would know about the proper way to make out the application.

Now as of Feb. 6, 73 I have been billed by the Dept. of Revenue of Salem for $99.52 plus $6.6 interest total $106.16 for part I was not entitled to.

While at the Court House there were three ahead of me and when I was leaving two more were coming in the door with the same kind of bill I received asking for an explanation for same. My 1972 Application was made out the same way by a party at the Court House.

I fully believe the State of Oregon made a mistake in not schooling the coaching the people in the County Court Houses throughout the state on the proper procedure in making out the applications. I do not hold these people responsible

All of this coming at a very bad time for the Rogers. On the 22nd. day of Jan this year Mrs. Rogers suffered a stroke. She is now in Portland undergoing treatments to dissolve the blood clot. As this is a new type of treatment it is costing $50.00 a treatment and will consist of 15 treatments.

Beyond a doubt this will scrape the bottom out of any pensioners barrel.

I am writing the Dept. of Revenue to see if it possible to pay this $106.16 off in payments.

Sorry to bother you.

Yours truly

Del O. Rogers

4481 N. Canal Blvd.

Redmond

Oregon

97756

RECEIVED
FEB 28 1973
LOCATION
SECTION

RECEIVED
FEB 26 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
FEB 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
March 1, 1973

SUBJECT: Right of Way Complaint
Del F. Sager
Terrebonne-Bend Section

To: V. D. Wolfe
Location Engineer
S A L E M

FROM: J. F. Putnam
Regional Engineer

RE: Subject complaint

We looked at the possibility of taking all of the material from the westerly side through this area, but ran into such excess of excavation that we had to move over. Even with the move, we still had an excess which has to be disposed of beyond the end of thc four-lane section.

The land we are taking is pasture land, only, and amounts to .29 of an acre.

JFP:11

Enclosure

RECEIVED
MAR 5 1973
LOCATION
SECTION

RECEIVED
JAN 4 - 1972
FOR FILING

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

7862 TOM McCALL
GOVERNOR

December 26, 1972

Mr. Del F. Sager
4431 North Canal Boulevard
Redmond, Oregon 97756

Dear Mr. Sager:

I have your letter concerning improvement of US97 between Terrebonne and Redmond near the O'Neil Highway.

The Highway Division informs me that they intend to widen selected sections of US97 on existing alignment between Terrebonne and Bend to provide essentially a four-lane facility with four-foot shoulders. This will ensure passing opportunities for the motorist. At the O'Neil Highway intersection, a channelization is proposed that will provide refuge for left-turn movements. It is anticipated that there will be no additional right-of-way required with the exception of easements that will be necessary along the westerly side of the highway. Since this is the case, it is not believed that your cistern will be affected.

The Highway Division has no plans, at the present time, of bypassing Redmond. The improvement on the highway that is planned by the Highway Division is to provide greater safety for the motorist.

If you are interested in more details concerning the improvement to US97 between Terrebonne and Bend, J. F. Putnam, Regional Engineer at Bend, will be happy to answer any questions. He can be reached by phone, 382-1911, or at the Highway Division office on The Dalles-California Highway north of Bend.

Sincerely,

Governor

TM:dm

bcc: Sam Haley

RECEIVED
STATE HWY ENGR
JAN 4 '73
REFER TO
FOR
Info Insp 2nd DIR Chron File
COPY

RECEIVED
JAN 4 1973
OFFICE OF THE
ADMINISTRATOR OF HIGHWAYS
E. KLABOE

Klabue
Hunter

11-27-72 Sager to Hwy

Redmond Oregon
Nov. 27, 1972

1931 N. CANAL BLVD.
REDMOND OREGON
97756

Governor
Tom McCall
Salem Oregon,

Dear Sir:

I am writing in regards to a passing lane in the Cinder Butte area.

On the south side of the Butte where O'neil Road intersects highway 97, there is a blind spot for some reason. Cars going south on 97 become lost to the vision of those approaching on O'neil Rd from the east.

There have been many serious wrecks at this intersection.

On the north side of the Butte where the road curves to the right going north there is also for some unknown reason a lot of serious accidents.

I do believe in progress, but with the existing conditions and common understanding among the people over here, that when Hwy 97 is made into a four lane highway it will bypass Redmond.

RECEIVED
NOV 30 1972
LOCATION
SECTION

RECEIVED
NOV 30 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Dear Sir:

I forgot to mention that the cinder pit west of Hwy. 97 and is not of any use as farm land would be ideal for the passing lane and would lengthen the curve south of the Butte rather than shorten it. Also the materials from this area would or could be used for what fill material what would be needed on the north end.

I almost noticed from Local 701 Existing Prostaholics an operating engineer of heavy duty equipment of which I can say consisted of quite a few words throughout the area having my initials stored in them somewhere

Lets save some money for the Oregon taxpayers and some farm land please.

Ted Lopez

RECEIVED
NOV 28 972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

If this is they case. Why then the needless spending of taxpers money for something that will be done away with in a short time,

I also do not care for sign boards. Altho it has been tested and proven in different parts of the U.S., their absence has caused accidents due to drivers becoming sleepy by not having something to devert their attention from a long dreary road.

The service station owner from Boise Idaho who scattered the funny signs across the desert out towards Bliss, has done excellent work in saving many lives due to arousing people from drowsiness to wondering about the next sign.

I do not agree with Rep. Burgan in his twelve month daylight saving time. He nor no one else has ever thought about children going to school in the dark in the mornings.

Which I believe we are trying to point for safety reasons as to traffic and hoodlums who might try to molest them.

In regards to the Cowles Butte by-pass. I have a personal complaint. I stand to loose some ground which means quite a bit to me, and also it looks as though I will also loose my cistern.

I retired in 1970, sold my place in Portland, bought acreage here and moved here in the hopes of being able to live peacefully & quietly without interference and also to get lower taxes. I own 13.58 acres bordering on Hwy 97 on the west and Canal Blvd. on the east. I know you are familiar with this area as your old home is not too far away.

Yours truly

Del A. Sayer

4431 N. CANAL BLVD.

Redmond

Oregon

97756

7862

October 19, 1973

Safeco Insurance Co. of America
1500 S. W. First Avenue
Portland, Oregon 97201

Gentlemen:

On October 16, 1973, we wrote to you concerning release of final payment on Contract No. 7862 awarded to R. L. Coats for work on the Terrebonne-Bend Section of The Dalles-California Highway in Deschutes County.

Final payment on this contract is $13,000 and the total contract amount is $871,842.11 including $16,841.69 for work performed under force account.

Very truly yours,

C. A. Head, Manager
ADMINISTRATIVE SERVICES

by
E. M. Graham, Assistant Manager

ml

cc R. L. Coats
E. E. Bogart Avenue
Bend, Oregon 97701
bc C. T. Kenney
Walt Hart
V. E. Shaeg
Attn: Dick Macek
J. F. Putnam

7862

October 16, 1973

TO Oregon Transportation Commission

FROM
A. E. Johnson
Acting State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7962, Work Completed August 24, 1973

Project Terrebonne-Bend

Highway The Dalles-California, County Deschutes

Type of Work Grading, Paving and Structures

Contractor R. L. Coats

Recommended Acceptance Date October 12, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on October 24, 1973 for your formal concurrence.

VG:bb
cc: C. M. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

78102

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Terrebonne - Bend		WEEK ENDING: September 22, 1973
		SECTION PREFIX: 9-1084
HIGHWAY: The Dalles - California		COUNTY: Deschutes
NAME OF JOB: Terrebonne - Bend	KIND OF WORK: Grade, Pave , & Structures	
CONTRACTOR: R. L. Coats	CONTRACT NUMBER: 7862	FEDERAL AID PROJECT NUMBER: F 123(23)
DATE OF CONTRACT: January 31, 1973	DATE WORK STARTED: February 8, 1973	ESTIMATED COMPLETION DATE: N/A
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR WORKDAYS 225	WORK DAYS USED: CALENDAR WORKDAYS USED 173
PROJECT AUTHORIZATION: $980,319.93	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 77
EXCLUSIVE OF ENGINEERING: $902,585.31	ENGINEERING AUTHORIZATION: $77,734.62	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $887,390.87	ENGINEERING COST TO DATE: $71,485.30	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98
ESTIMATED PERCENT: UNDERRUN 1.5 %	PERCENT OF AUTHORIZATION 92 %	DATE PROJECT WAS COMPLETED: August 24, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	[illegible]	[illegible]	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100	BIT BASE	

	[illegible]	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	5.7	5.7		5.7	5.7
MILES PARTIALLY COMPLETED					
MILES COMPLETED	5.7	5.7		5.7	5.7
TOTAL ESTIMATED QUANTITIES (CONTRACT)	57,400 CY	47,200 ton		32,400 ton	27,600 ton
TOTAL QUANTITIES CORRECTED TO DATE	70,220 CY	47,752 ton		29,019 ton	31,305 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	70,220 CY	47,752 ton		29,019 ton	31,305 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	3296A	1674A	1675B	1676A				
PERCENT	100	100	100	100				

	WEATHER	WORK DAYS [illegible]	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
SEP 24 1973
CONSTRUCTION
SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

FINAL WEEKLY REPORT FOR THIS PROJECT

Semi-final estimate submitted to Region office September 21, 1973

NOTE: Contractor & Sub-contractor have not submitted certificates of accomplishment for On The Job Trainees nor form PR 47.

Third notification will be submitted when these are received.

SIGNED W. W. Robertson LOCATION Bend

W. W. Robertson

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7862 — 8-30-73 — STATE COPY

cc: OSHD (H S Coulter)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	6	Deschutes	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
8-30-73	D. S. Carter, Area Engineer	F-123(23)

IN COMPANY WITH
J. Putnam, Reg Engr, OSHD; W. Robertson, Res Engr, OSHD; T. Little, Trainee, FHWA.

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	77 %	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT
SEP 13 1973
REGIONAL OFFICE

TERREBONNE-BEND SECTION
THE DALLES-CALIFORNIA HIGHWAY
Grading, Paving, and Structures

The project was completed in substantial conformance with the plans and specifications on August 24, 1973 at which time 173 days of the 225 calendar workdays allotted had been used.

It appears the final project cost will be very close to the project authorization as a result of balancing overruns and underruns. The Resident Engineer's statement of overruns and underruns will be included with the final project documents.

9-14-73 cy Coulter. Young

The traffic flashers at the Deschutes Junction and O'Neil Junction were not installed at the time of the inspection. This work is included under State Force Order No. 4. The poles are in place and the flashers will be erected soon.

The project is signed and striped except for several sign adjustments to be made in the vicinity of the flasher installations.

The general appearance of the project is satisfactory. Initially additional Class C asphalt concrete mixture was used for leveling the existing pavement prior to placing the planned AC surfacing. This procedure was instrumental in producing a very satisfactory ride.

The existing irrigation lateral at Station 421 was widened in accordance with the plans; however, it has since become apparent that guardrail should be installed as the open lateral and abutment presents a hazard to the motorist. Due to construction timing this work was not done as a part of the contract. Mr. Putnam indicated the work will be done by maintenance forces.

Acceptance of the project was indicated pending completion of the flasher installation and the guardrail work at the irrigation lateral at Station 421. The contract work is complete.

NOTED
H.S.COULTER

FORM FR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

7862

August 28, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. F-123(23)

FROM L. H. Young
Office Engineer

SUBJECT Request Contract Acceptance

Contract 7862, Work Completed August 24, 1973

Project Terrebonne-Bend

Highway The Dalles-California

County Deschutes

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date _____

Conditions not acceptable: **Acceptable Pending:**

1. **Installation of guardrail at the canal lateral at Sta 421.**
2. **Completion of installation of the flashers at Deschutes and O'Neill junctions.**

G. L. Green
Division Engineer

RECEIVED
SEP 17 1973

VG:dg

cc F. B. Klaboe
L. H. Young

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
SEP 14 73
REFER TO
Coulter
FOR
Proj. Engr. | Maint. | Bridge | O/R | Stats | Acct. | File

Office of Assistant State Highway Engineer
9-17-73
THA

7862

August 22, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. F-123(23)

SUBJECT Request Change Order Approval

Contract 7862, Price Agreement No. 4

Project Terrebonne-Bend

Highway The Dalles-California

County Deschutes

This agreement covers the deduction of a penalty for low compaction of the Asphaltic Concrete Pavement placed on this project.

A copy of the Engineer's letter and of the computation sheets used to establish this penalty are attached.

This assessment was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer August 15, 1973.

Your approval as of August 15, 1973 is requested.

Attach.

BMW:jb

7862

OSHD (Coulter)

FORM PR-33B (REV.)

Region
Wash DC
C. Hoefler

6-19-73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropriate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

ch

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Deschutes	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
6/19/73	D. B. Carter, Ass't Area Engineer		F-123(23)

IN COMPANY WITH
R. L. Pool, Region 4 Maintenance Engr; W. Robertson, OSHD, Resident Engr

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	46 %	73 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN.

(*Not applicable for all Contacts.)

TERREBONNE-BEND SECTION
THE DALLES-CALIFORNIA HIGHWAY
Grading, Paving & Structures

JUN 25 1973
REGIONAL OFFICE

This is a project stage inspection on the AC paving phase of the work.

	Info	FOR	REFER TO	JUN 26 73	RECEIVED STATE HWY ENGR
	Inves				
	R/D				
	D/R				
	Sign				
	Act				
	File				

NOTED
H.S. COULTER

1. Work Completed

Clearing	99% Complete
Drainage	100%
Grading	99%
Base	96%
Paving	69%

2. Work in Progress

The contractor was machine laying an AC leveling course in Unit C.

6-26-73 Contr. O.J. [illegible]

3. Labor Compliance

The contractor's payrolls are current.

4. Comments

The contract provides for a 2" nominal thickness Class "C" asphalt concrete wearing course over both the existing roadway and the widened portions of the passing bays. To date the contractor has completed wearing course paving in Units A & B.

The contractor's plant is located near Tumalo which is approximately 6 miles from the middle of Unit C. The mix is hauled via belly dump truck to the road with a Clarco pickup machine being used in conjunction with a Cedar Rapids laydown machine. Both breakdown and finish rolling are being accomplished with steel wheel rollers. The temperature of the mix on the road was measured at 260° F. The oil being used is 120-150 penetration asphalt cement.

Some difficulty has been experienced with wearing course densities in Unit A. The Resident Engineer indicated the same roller pattern had been used with the bituminous base with good results. Further investigation is being done to correct this problem. It would be helpful if the nuclear

(more)

testing devices were used in closer conjunction with the work so as to determine relative densities at an early stage so corrections could be made as the work progresses.

The contractor's batch plant is a fully automated plant equipped with a bag house dust collector. At the time of the inspection the plant stack exhaust showed virtually no visible emissions. The aggregates are stockpiled in two piles and are fed to the plant via a front end loader. The Resident Engineer had in his file a current record of the plant scale test and adjustments with the work being done on March 14, 1973 by the Pacific Scale Corporation. The company had not placed a sticker on the scale to attest to their work. It would be beneficial to have a sticker on the scale for easy reference. It is recognized that the State Division of Weights and Measures will not be routinely checking the scales as they have in the past.

The plant inspector, material tester and street inspector were interviewed to determine if they possessed up to date certification cards. The plant inspector's card was up to date, the material tester had a trainee card and the street inspector had no card. Region 4 is currently updating certifications and will be providing additional training where required.

It appears the AC paving phase of the work is being done in substantial conformance with the plans and specifications and no follow up inspection is considered necessary. Resident Engineer Roberston and staff are commended on their effort and thoroughness in obtaining a highly satisfactory job under heavy traffic conditions and intermittent work sites.

7862

June 15, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young, Office Engineer

Federal-aid Project No. F-123(23)

SUBJECT Request Change Order Approval

Contract 7862, Extra Work Order No. 7

Project Terrebonne-Bend

Highway The Dalles-California

County Deschutes

This Order covers the cost of installing sign posts for use in the permanent signing installation. To install each sign post in its proper location will require the use of blasting and cannot be performed by State Maintenance crews as they do not have the proper equipment or licensing to perform blasting work.

A copy of the Engineer's letter of explanation is attached.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer, June 1, 1973.

Your approval as of June 1, 1973 is requested.

BMM:bb
Attach.

6-5-73

05—5M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT D.K. Hansen

Order for State Force Work

APPLYING TO CONTRACT PROJECTS 6-27-73 Order No. 4

Project Name Terrebonne - Bend Date June 4, 1973, 19

Highway The Dalles - California Contract No. 7862 F. A. Project No. F123(23)

County Deschutes Prefix 9-1084 Account No. 276-04

Description of Work To Be Done: Install flashing signals at O'Neil and Deschutes Junctions.

Location by Station Numbers: Station 134 and Station 460.

Estimate of Quantities and Costs:

Labor	$1,600.00	
Materials	1,600.00	
Equipment Rental	800.00	
TOTAL		$4,000.00

Explanation: This was not an anticipated item under the contract.
Traffic and highway conditions warrant this work.
This work has not been started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $980,319.93

Present estimate of project cost, including $4,000.00 for work under this order $980,319.93

Expected under-run / over-run (amount) . . . . . $ 0

Expected under-run / over-run (per cent) 0

Space to right of this line is for use of Salem Office

Submitted by: H.H. Roberson
Resident Engineer

Approval Recommended: J. Hutton
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved: E. Keen
~~Deputy State Highway Engineer~~ ~~Assistant State Highway Engineer~~ Construction Engineer.

State Printing

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Terrebonne - Bend Date June 4, 1973, 19

Highway The Dalles - California Contract No. 7862 F. A. Project No. F-123(23)

County Deschutes Prefix 9-1084 Account No. 276-01

Description of Work To Be Done: Permanent signing

Location by Station Numbers: Throughout the project

Estimate of Quantities and Costs:

Materials	$6,880.00	
Labor	770.00	
Equipment	230.00	
TOTAL		$7,880.00

Explanation: The existing highway will be widened and/or challenized requiring complete re-signing.
This is an anticipated item under the contract.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $980,319.93

Present estimate of project cost, including $7,880.00 for work under this order $980,319.93

Expected under-run / over-run (amount) . . . . . $ 0

Expected under-run / over-run (per cent) 0

Space to right of this line is for use of Salem Office

Submitted by: W. H. Robertson, Resident Engineer

Approval Recommended: J. [illegible], Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: C. V. Reasor, Deputy State Highway Engineer, Assistant State Highway Engineer or Construction Engineer.

State Printing

7862 OFFICE COPY

FORM PR-33A (REV. 3-68)

OSHD (Johnson)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

3-12-73

(Check appropriate box) ☐ Contact ☒ Project Stage * ☐ Statewide Inspection-in-Depth

Region No.	Report No.	County	Division
10	1	Deschutes	Oregon

Date of Inspection	Inspection Made By	Project No.
3-12-73	D. B. Carter, Ass't Area Engineer	F-123(23)

In Company With
W. Roberston, Resident Engineer OSHD & R. Pool, Region 4 Maintenance Engineer OSHD

Location
This project is located on The Dalles-California Highway extending north from near Bend to a point near Terrebonne, Oregon.

Contractor Name and Address
R. L. Coats, Bend, Oregon

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
1-31-73	$837,718.00	225 Cal workdays	March 1, 1973	February 8, 1973

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	4.5 %	11

Roadbed (Width) varies (Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Bit. conc	6201	5.761	var.	var.	var.

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
Concrete slab	X020	0.016

COPY SENT

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

3-22-73 Coats 4 yds

TERREBONNE-BEND SECTION
THE DALLES-CALIFORNIA HIGHWAY
Grading, Paving and Structures

MAR 20 1973
REGIONAL OFFICE

NOTED
H. S. COULTER

This is a project stage inspection on the grading phase of the work.

1. Introduction

This project provides for the construction of five (5) passing bays on The Dalles-California Highway between Bend and Terrebonne, Oregon.

2. Work Completed

Clearing	90%	Complete
Drainage	50%	
Grading	26%	
Structures	30%	
Base aggregate production	16%	

RECEIVED
MAR 22 1973
Office of
Assistant State Highway Engineer

(more)

RECEIVED
STATE HWY ENGR
MAR 21 73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

3. Work in Progress

The contractor was grading in Unit E and placing concrete in the wingwalls for the structure widening at the north end of Unit A.

4. Labor Compliance and EEO

The contractor's payrolls are current. The project bulletin board is located at the contractor's office which is generally used as the meeting and ending point for the days work.

The EEO monthly staffing documentation is being submitted on a timely basis. The contractor's EEO officer is Robert Coats.

Three trainees are currently on the project employed as a loader operator, carpenter and driller respectively.

5. Comments

The construction signing and traffic control devices for the project were reviewed. The permanent signing at the project termini were found to be satisfactory. In areas of passing lane construction, the appropriate signs as noted on page 11 of the Special Provisions had not been installed; however, the contractor was using pavement level signs with similar word messages. The Resident Engineer indicated the contractor was in the process of installing the required signs. As the fill widening construction progresses to near grade, the illusion of a widened area is created and the abrupt edge or existing remaining fill slope should be marked or sloped to provide adequate motorist safety. In some widened areas inspected the abrupt edge had been sloped to provide a safe transition; however, in other areas inspected the abrupt edges were neither marked nor sloped. The Resident Engineer indicated future grading operations will be conducted to provide an adequate transition to the widened section when possible. In areas where this is not possible the abrupt edges will be coned.

The concrete work for the project has been subcontracted to Douglas Coats. The subcontractor was placing concrete in the wingwalls for the bridge widening of the Lateral F Canal located in Unit A at the time of the inspection. The westerly wingwall concreting had been completed earlier in the day and the concrete for the easterly wingwalls was approximately half complete at the time of the inspection. It was noted that no provisions had been made for placing concrete in the extremities of the wingwalls and the concrete was being moved a considerable distance from the point of initial deposit to the final position. In addition the framework was not tight and considerable mortar loss was evidenced. These conditions were brought to the attention of the Region office personnel and the above conditions will be corrected.

(more)

As determined from the staked sections it appears the project will be approximately 20,000 cubic yards short of material. The contract indicates 57,400 cubic yards of excavation versus a staked quantity of 35,800 cubic yards. This discrepancy apparently involves computational variances which occurred at the design stage. The contractor will probably furnish the material short from a materials source he owns located near Tumalo which is approximately 6 miles from the middle of Unit C (Deschute Junction). The State has also made available material source 9-71-4. The material furnished is pit strippings developed during other use of the pit and are suitable as borrow material. The contractor has tentatively agreed to furnish this material in place at the contract price for excavation ($1.20). In view of haul from any source and the availability of material this is a reasonable price. This agreement will be documented as P.A. #1 and should result in no increase to the project cost.

The earthwork on the project consists of sliver cuts and fills. The grading material being encountered is predominately seamy lava rock with very little fines. The contractor was constructing the west embankment of Unit E at the time of the inspection. It appeared the contractor's operation was such that a considerable quantity of large boulders were being segregated to the outside of the fill with little attention being given to the fill slope construction.

All comments noted above were discussed with the Resident Engineer and appropriate Region office personnel and corrective measures will be taken. No follow up inspection is considered necessary.

OREGON STATE
HIGHWAY DIVISION

7862

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 9, 1973

TO 1962

Mr. Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration

FROM Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

NOTED
A. E. JOHNSON

SUBJECT Standard Flex-beam Guardrail for Bridges

Copy for 164

Your letter of February 22, 1973 requested that we revise our standard details for flex-beam rails on projects.

Our use of this rail is restricted to the same low hazard conditions that existed at the two structure sites on The Dalles-California Highway where this detail was questioned. We feel that this is an economical and adequate rail for structures under this condition and is consistant with the use of flex-beam rails on the bridge approaches.

Incorporating the details that you have requested would increase the cost of this type of rail to above the cost of our standard two-tube rail with curb. We, therefore, propose to use our standard GM or two- or three-tube rail on federal-aid projects in the future. We will retain our present flex-beam rail details for use on nonfederal-aid projects.

WJH:dh

cc E. S. Hunter
L. L. Wallace
J. H. Wood
T. G. Thompson

RECEIVED
STATE HWY ENGR
MAR 13 '73
REFER TO
FOR
Helio | Invest | R/D | DIR | Sign | Act | File

NOTED
E. S. HUNTER

RECEIVED
MAR 12 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Atten: Mr. A. E. Johnson, Asst State Highway Engr

DATE: February 22, 1973

In reply refer to: 10-35.6

FROM : Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-123(23)
Terrebonne-Bend Section

Approval is hereby given to use your standard flex-beam guardrail on the Pilot Butte and Lateral "F" canal bridges for the reasons explained in Mr. Johnson's February 14 letter.

We still ask that you revise your standard detail for new projects to that referred to in our January 12 memorandum.

NOTED
A. E. JOHNSON

RECEIVED
MAR 1 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
MAR 2 1973
BRIDGE DIVISION

RECEIVED
FEB 28 1973
BRIDGE DIVISION

Wait
Please review and
notify Cusack
E&H

RECEIVED
STATE HWY ENGR
FEB 23 '73
REFER TO
FOR
Info | Prepare | S/D | D/R | Sign | Act | File

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

February 14, 1973

Mr. Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Cusack:

Terrebonne-Bend Section
The Dalles-California Highway
Deschutes County
Bridges No. 1675B and 3296A

We have reviewed your January 12 letter regarding the flex-beam rail shown on the plans for these structures.

We feel that the use of our flex-beam rail detail is appropriate for the conditions at these particular bridge sites. The distance from deck to stream bed is only five feet at the Pilot Butte Canal site and 12 feet at the Lateral "F" canal site. At both locations there are 200 feet of flex-beam approach rail leading up to a maximum of 62 feet of bridge flex-beam rail. The protection afforded by the bridge flex-beam rail is consistent with that provided by the approach rail.

In view of the relatively small hazard involved, we request your concurrence in the use of our flex-beam rail detail for these two locations.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
E. S. Hunter (enc.)
Walt Hart

LLW:dh ja

RECEIVED
MAR 2 1973
BRIDGE DIVISION

RECEIVED
FEB 28 1973
BRIDGE DIVISION

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 12, 1973

In reply refer to: 10-35.6/
X Ref: 407.1

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-123(23)
"W" Beam Guardrail for Bridges

RECEIVED
STATE HWY ENGR
JAN 15 73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

We have reviewed the Pilot Butte Canal Bridge widening and the rail you propose. This rail does not meet the AASHO requirements. Attached is a rail detail with a welded channel using the "W" beam. This detail is acceptable and is contained in our Standard Plans for Highway Bridges, Volume III, Timber Bridges. Please revise your detail to meet the AASHO requirements.

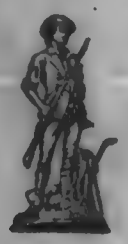
Enclosure

REFERRED
STATE HIGHWAY ENGINEER

RECEIVED
JAN 18 1973
BRIDGE DIVISION

RECEIVED
MAR 2 1973
BRIDGE DIVISION

RECEIVED
FEB 28 1973
BRIDGE DIVISION



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 817-344

Chief Bridge Division | Director of P.P.R.

OREGON STATE HIGHWAY DIVISION

7862

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO V. V. Cusack, Acting Division Engineer
~~R. R. Simpson, Division Engineer~~
Federal Highway Administration

DATE February 28, 1973

FROM L. H. Young
Office Engineer

Federal-aid Project No. F-123(23)

SUBJECT Request Change Order Approval

Contract 7862 . State Force No. 3

Project Terrebonne - Bend

Highway The Dalles - California

County Deschutes

The Order covers reconstruction of an irrigation weir. The work will be performed by irrigation district forces. It is in the publics interest for this work to be done due to the widening of the existing structure over the canal which disturbs the existing weir thus necessitating its replacement.

This work conforms to the requirements of PPM 21-6.2 as required for Federal participation. The estimated total cost of work to be done under this order is $500 with Federal participation of $300. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration District Engineer on February 23, 1973.

Your approval as of February 23, 1973 is requested.

Attach.

JK:pr

OREGON STATE
HIGHWAY DIVISION

7862

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 26, 1973

TO V. V. Cusack, Acting Division Engineer
Federal Highway Administration

FROM ORIGINAL SIGNED BY
R. D. ASBURRY

L. M. Young
Office Engineer

Federal-aid Project
No. F-123(23)

SUBJECT Request Change Order Approval

Contract 7862, Extra Work Order No. 4

Project Terrebonne-Bend

Highway The Dalles-California

County Deschutes

This Order covers the cost to grout beneath structure No. 1675-B to plug a hole created by the widened section extending beyond the ends of the original structure which allows roadbed material to ravel out beneath the slab. Repair of this condition is necessary to prevent the creation of a hole at the end of the slab.

A copy of the Engineer's letter of explanation is attached.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer on February 12, 1973.

Your approval as of February 12, 1973 is requested.

Attach.

BMW:pr

OREGON STATE HIGHWAY DIVISION

7862

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO V. V. Cusack, Acting Division Engineer
Federal Highway Administration

DATE February 28, 1973

ORIGINAL SIGNED BY
R. D. ADDUCRY

FROM L. H. Young
Office Engineer

Federal-aid Project
No. F-123(23)

SUBJECT: Request Change Order Approval

Contract 7862, Extra Work Order No. 3

Project Terrebonne-Bend

Highway The Dalles-California

County Deschutes

This Order covers the cost to seal cracks in irrigation canals in the event excavation work causes leaks.

A copy of the Engineer's letter is attached.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer on February 12, 1973.

Your approval as of February 12, 1973 is requested.

Attach.

BMW:pr

7862

February 26, 1973

TO Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration

Federal-aid Project
No. F-123(23)

FROM ORIGINAL SIGNED BY
R. D. ASBURRY
L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7862, Extra Work Order No. 2

Project Terrebonne-Bend

Highway The Dalles-California

County Deschutes

This Order covers the cost of removing material from the bottom of irrigation canals within the project limits. Work covered by this Order was an anticipated item on the contract.

A copy of the Engineer's letter is attached.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer, February 12, 1973.

Your approval as of February 12, 1973 is requested.

RWW:bb
Attach.

7862

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 16, 1973

Mr. R. L. Coats
E. E. Newport Ave.
Bend, Oregon 97701

Dear Mr. Coats:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7862 for work on the Terrebonne-Bend Section of The Dalles-California Highway in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure
cc Safeco Insurance Co. of America
1900 S. W. First Ave.
Portland, Oregon 97201

J. F. Putnam
W. W. Robertson
C. T. Keasey
Walt Hart
L. H. Young Attn: Vince Gallagher

7862

7862

748

February 14, 1973

Mr. Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Cusack:

Terrebonne-Bend Section
The Dalles-California Highway
Deschutes County
Bridges No. 16758 and 3296A

We have reviewed your January 12 letter regarding the flex-beam rail shown on the plans for these structures.

We feel that the use of our flex-beam rail detail is appropriate for the conditions at these particular bridge sites. The distance from deck to stream bed is only five feet at the Pilot Butte Canal site and 12 feet at the Lateral "F" canal site. At both locations there are 200 feet of flex-beam approach rail leading up to a maximum of 62 feet of bridge flex-beam rail. The protection afforded by the bridge flex-beam rail is consistent with that provided by the approach rail.

In view of the relatively small hazard involved, we request your concurrence in the use of our flex-beam rail detail for these two locations.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
E. S. Hunter (enc.)
Walt Hart

LLW:dh ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 12, 1973

In reply refer to: 10-35.6/
X Ref: 407.1

FROM: G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-123(23)
"W" Beam Guardrail for Bridges

RECEIVED
STATE HWY ENGR
JAN 15 73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

We have reviewed the Pilot Butte Canal Bridge widening and the rail you propose. This rail does not meet the AASHO requirements. Attached is a rail detail with a welded channel using the "W" beam. This detail is acceptable and is contained in our Standard Plans for Highway Bridges, Volume III, Timber Bridges. Please revise your detail to meet the AASHO requirements.

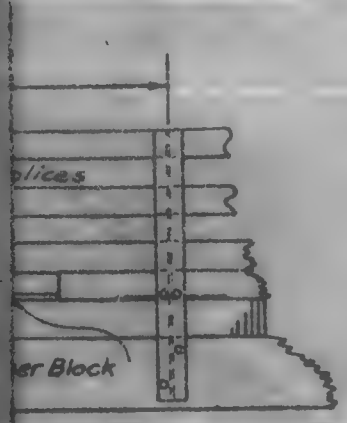
Enclosure

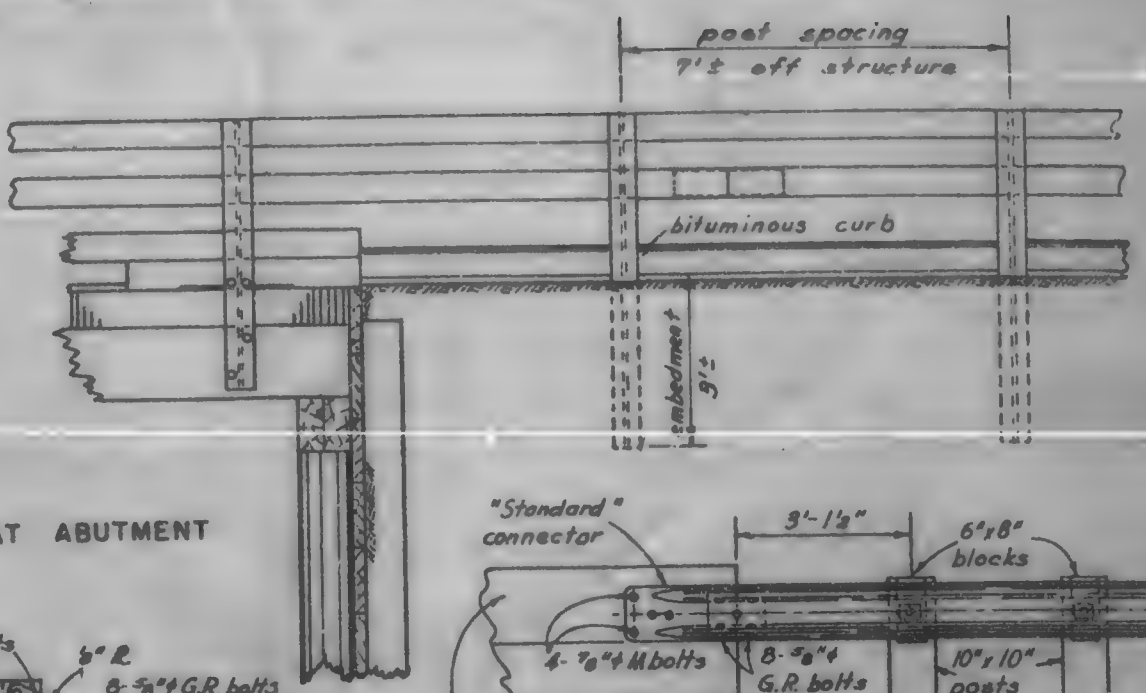
REFERRED
STATE HIGHWAY ENGINEER

RECEIVED
JAN 18 1973
BRIDGE DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344





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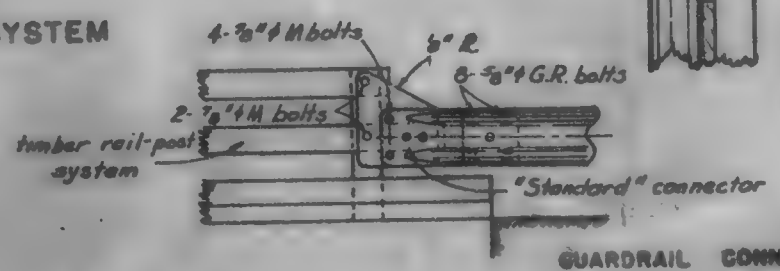
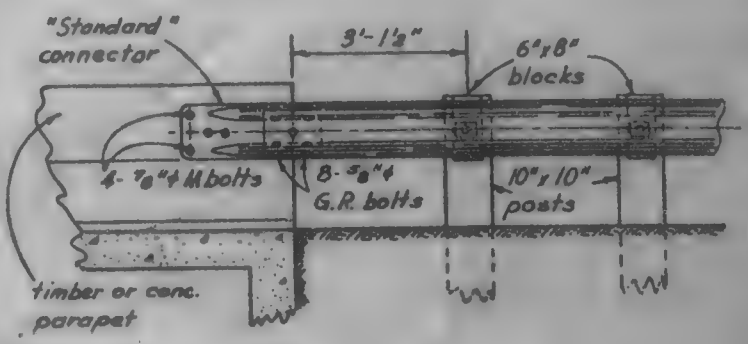
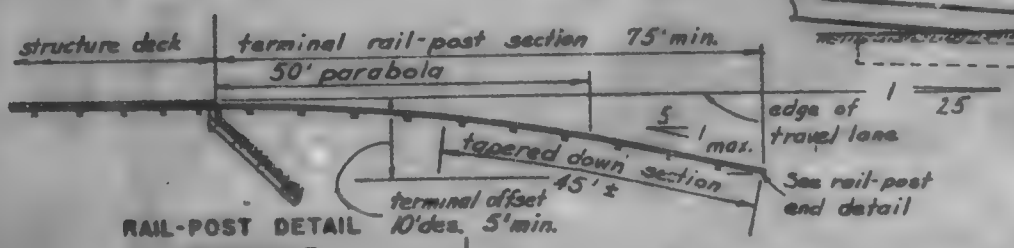
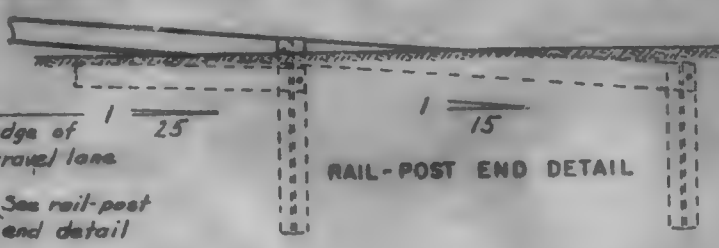




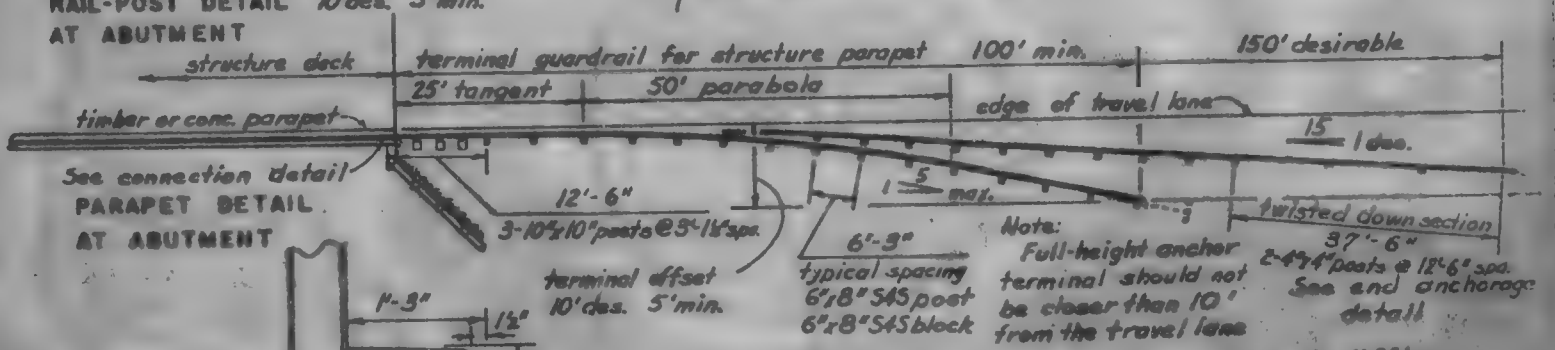
GUARDRAIL CONNECTION DETAILS

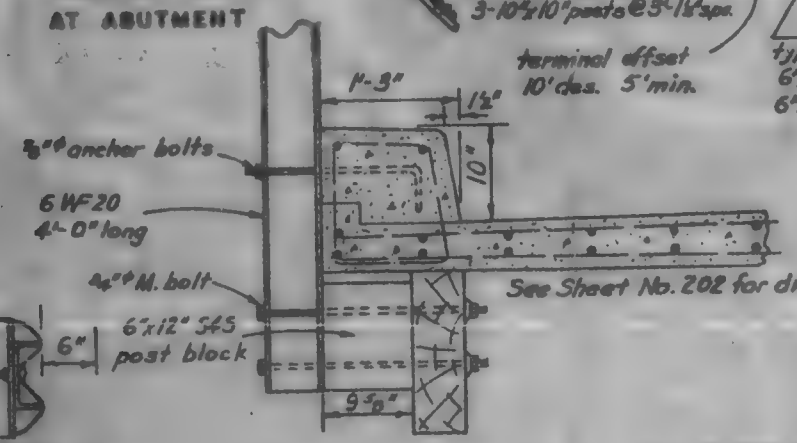


RAIL-POST DETAIL AT ABUTMENT

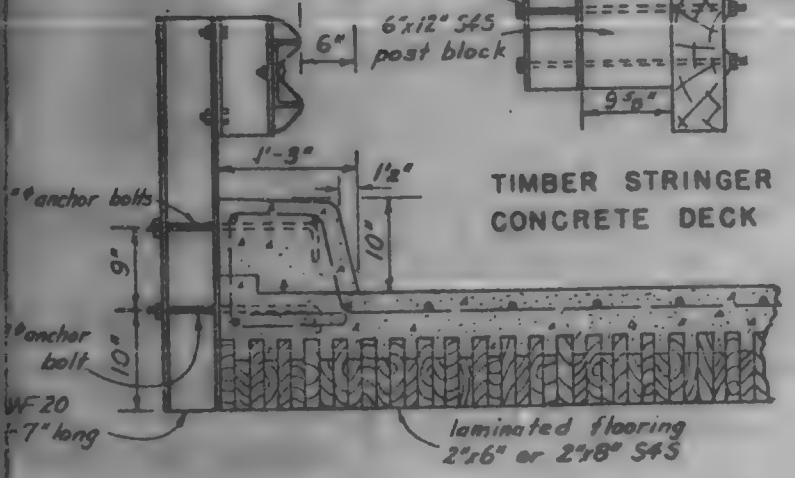


RAIL-POST END DETAIL

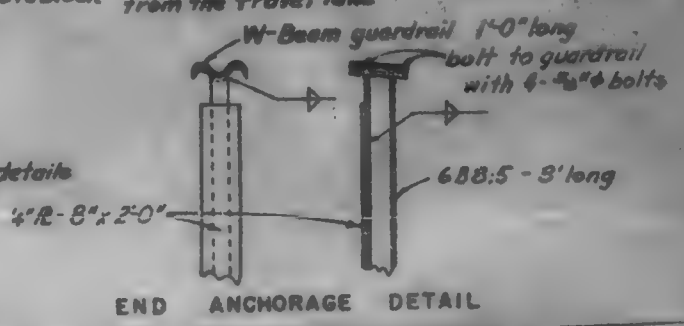




TIMBER STRINGER CONCRETE DECK



COMPOSITE TIMBER - CONCRETE DECK
See Sheet No. 402 for drain details



END ANCHORAGE DETAIL

MENT DETAILS

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
WASHINGTON, D. C.

STANDARD TIMBER BRIDGES

ALTERNATE RAILING DETAILS

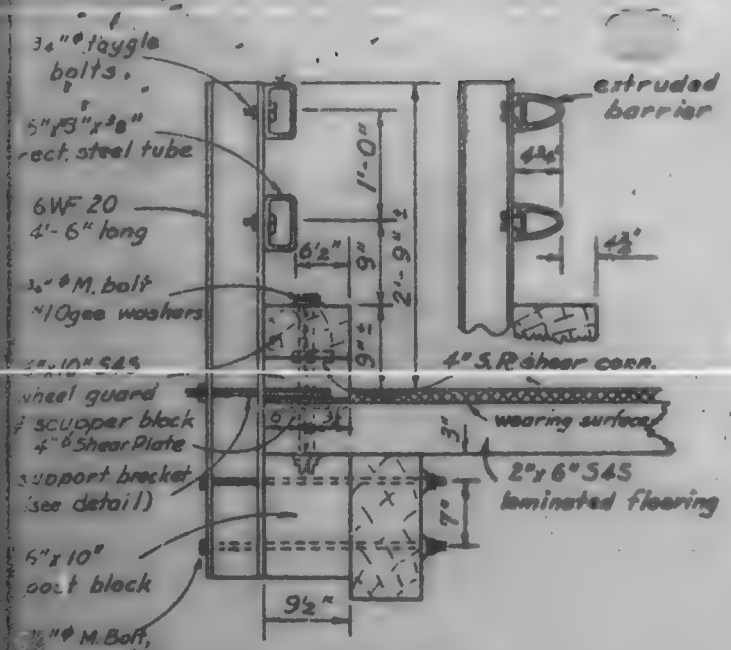
DO NOT SCALE

RECOMMENDED F. Gibson
Chief Design Branch
RECOMMENDED H. C. Fisher
Chief Bridge Division

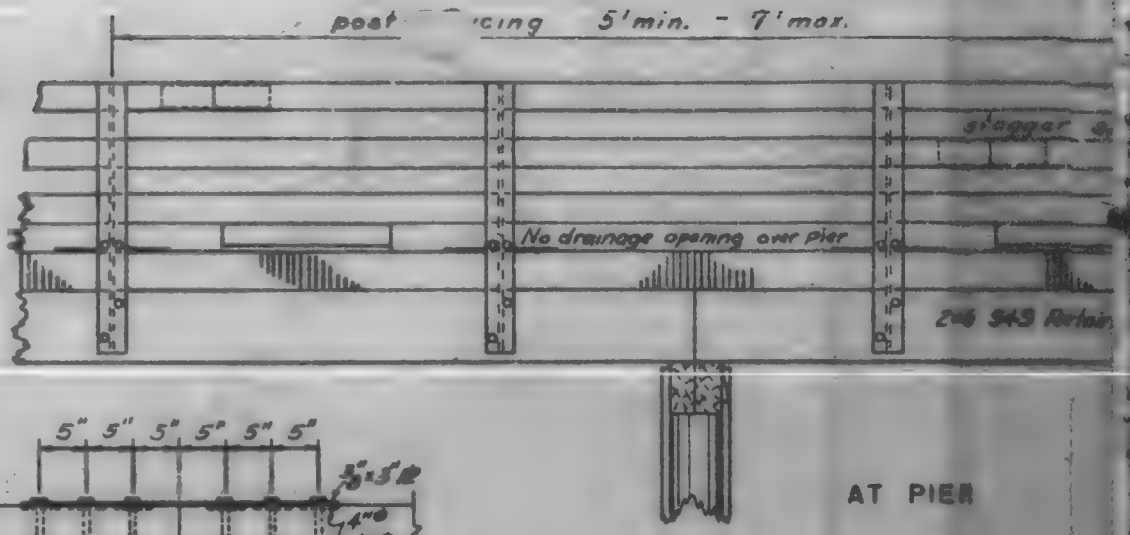
RECOMMENDED E. W. Williams
Director for Engineering
APPROVED F. C. Turner
Director of B.P.R.

MAY 1969

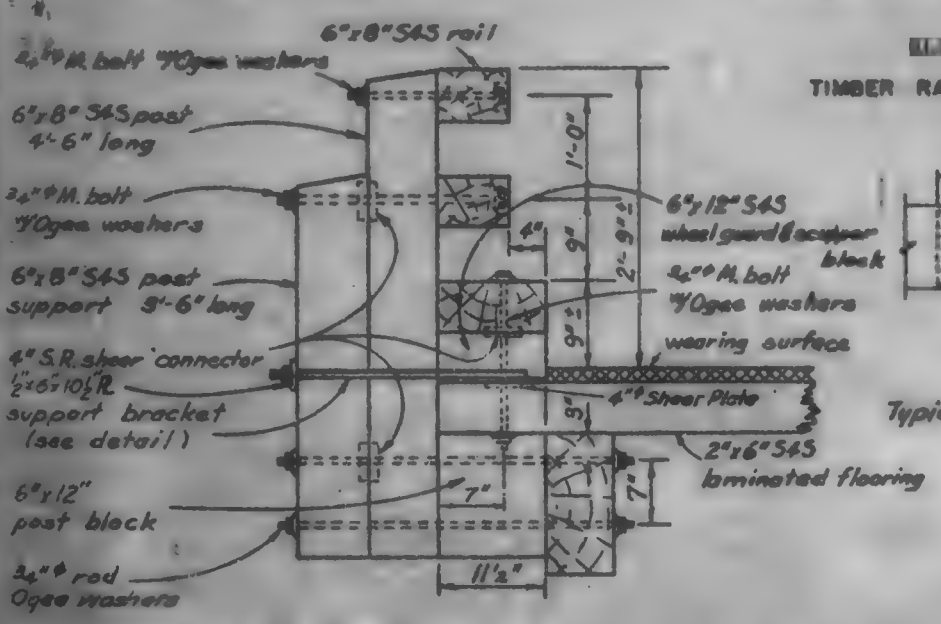
SHEET NO. APPENDIX A



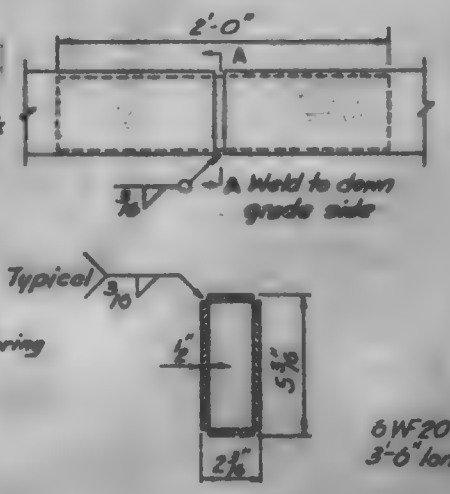
TUBULAR METAL RAIL-POST SYSTEM

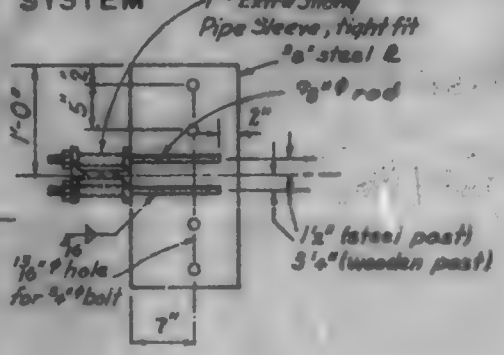


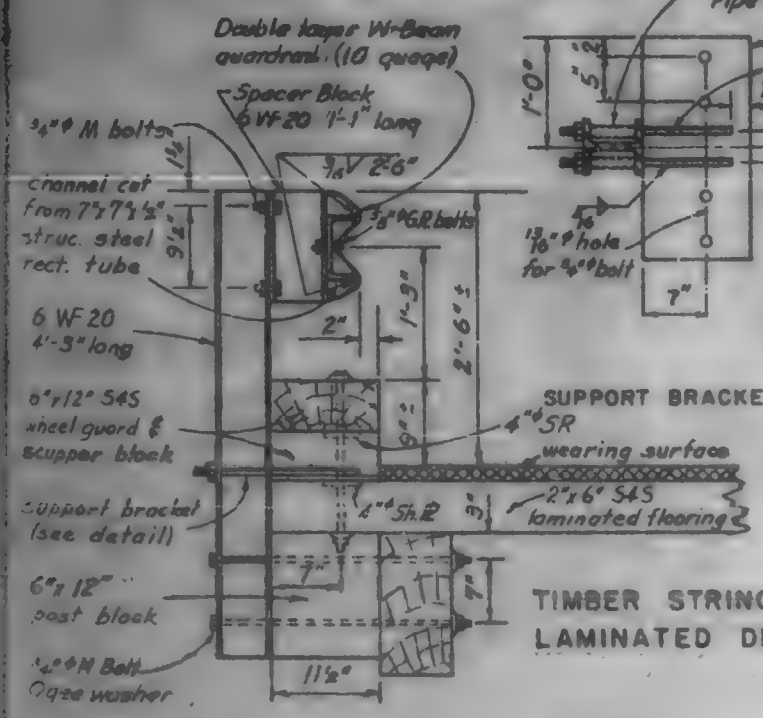
TIMBER RAIL SPLICE DETAILS



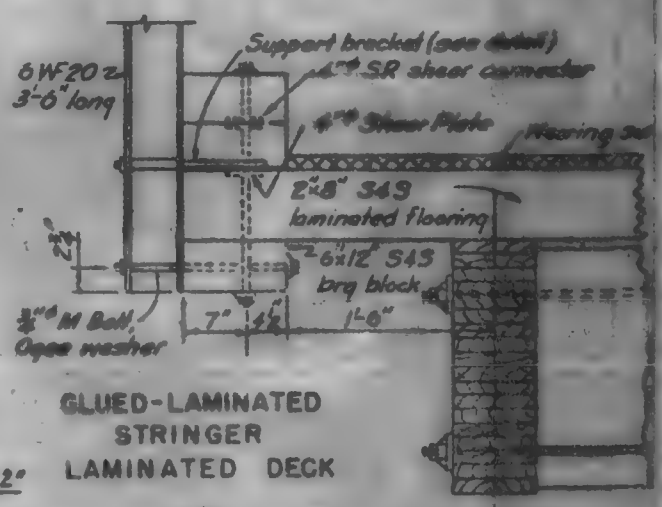
TIMBER RAIL-POST SYSTEM



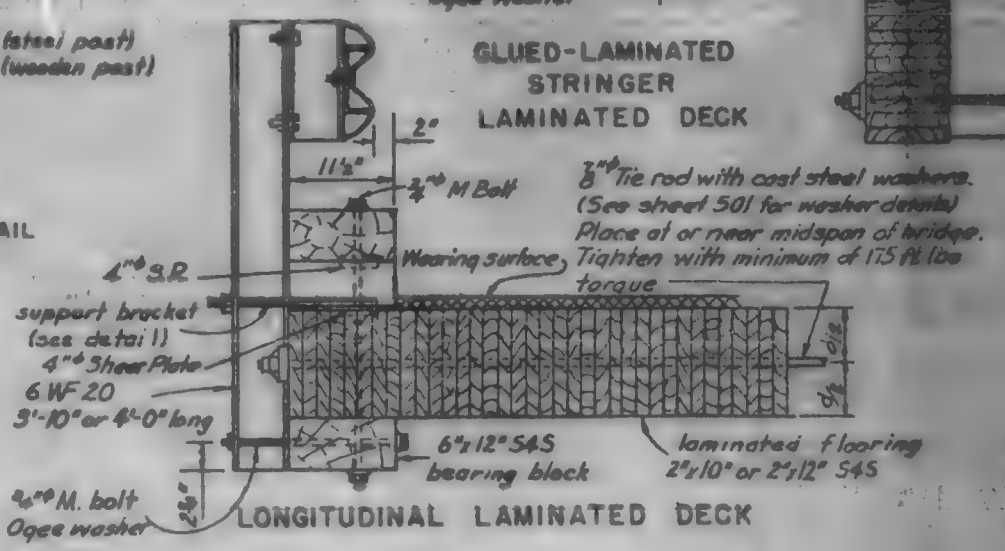




TIMBER STRINGER LAMINATED DECK



GLUED-LAMINATED STRINGER LAMINATED DECK



LONGITUDINAL LAMINATED DECK

W-BEAM GUARDRAIL SYSTEM

RAIL-POST ATTACH

NOTES

Structural Steel: All structural steel shall ... to ASTM A-36.

Aluminum Rail: Extruded aluminum rail ... Alloy 6061-T6 conforming to AST...

Timber: Classification and allowable un... shall be as follows:
Railing - B & S class - 1600 f
Post - B & S or P & T class - 150...
Wheel Guard - B & S class - 140...
Scupper Block and Blocking - F... 1200 f
Retainer Block - J & P class - 120...

Treated Timber: All timber shall be ... accordance with notes on Shee... Railing shall be treated as pre... painted.

bc: T. Keasey
lt Hart
L. H. Young
Attn: Vince Gallagher
J. F. Putnam
W. W. Robertson
William Geibel (SAIF)

7862

January 31, 1973

R. L. Coats
E. E. Newport Avenue
Bend, Oregon 97701

Dear Mr. Coats:

The State Highway Commission on January 31, 1973, accepted your proposal for work on the Terrebonne-Bend Section of The Dalles-California Highway in Deschutes County in the amount of $837,715, and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval was received, and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7862.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped Advance Copy to be Retained by Contractor is furnished for your information pending receipt of a fully executed copy.

You are reminded of the requirements included in the EEO Special Provisions for On-The-Job Training. The fourth paragraph of the Special Provision requires that you must receive approval of ". . . . .the number of trainees to be trained in each selected classification . . . ." before you can commence construction. This may be accomplished at the pre-construction conference but no work can be started until this matter is resolved.

The calendar workday count on this contract will begin March 1, 1973.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

bc
Enclosures

Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-18-73

RECEIVED
JAN 21 1973
FOR FILING

FEDERAL AID PROJECT NO.
F-123(23)

STATE PROJECT NO.
TERREBONNE-BEND SECTION

COUNTY NAME
DESCHUTES

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
P-533

TO:
7862

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

L

RECEIVED STATE HWY ENGR
JAN 19 '73
REFER TO
FOR
Sign
Act
File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
JANUARY 3, 1973	JANUARY 3, 1973	PRIMARY ROUTE #4
		STATE ROUTE NUMBER: THE DALLES-CALIFORNIA HIGHWAY #4

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $9,500; PERMANENT PAVEMENT STRIPING $3,600; TEMPORARY EROSION CONTROL $500; AND ON THE JOB TRAINING IN AMOUNT OF $3,200.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION
[X] OTHER (Specify)

CONTRACTOR'S FLAGGING $9,500.00
PERMANENT PAVEMENT STRIPING $3,600.00
TEMPORARY EROSION CONTROL $500.00
ON THE JOB TRAINING $3,200.00

[ ] ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
[X] OF BIDS
[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S DECEMBER 29, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

USE OF THE OREGON 1973 SPECIFICATIONS FOR ASHPHALT MATERIALS IS APPROVED FOR THIS PROJECT.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

A. E. JOHNSON

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-18-73	[signature]	DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
[illegible] 1972

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

FOR FILING
7862

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : G. M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 2, 1973

In reply refer to:

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-123(23)
Terrebonne-Bend Section
Location/Design Approval

Location/design approval in accordance with the requirements of paragraph 10 of PPM 20-8 is hereby granted for the construction of the subject project as requested in Mr. Hunter's December 15 letter.

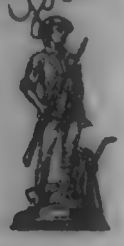
The information furnished in the Negative Environmental Impact Statement submitted with Mr. Schroeder's December 27 letter is accepted as evidence of compliance with the requirements of paragraph 4a of IM 20-4-72.

1-8-73
REFERRED TO
[signature]
BY DEPUTY STATE HIGHWAY ENGINEER

1-9-73
Copies to
Wolfe
Hall
Young

RECEIVED
STATE HWY ENGR
JAN 3 '73
REFER TO
FOR

RECEIVED
JAN 3 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
DEC 1 1972
FOR FILING

December 15, 1972

TO: G. L. Green, Division Engineer
Federal Highway Administration

FROM: E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Location/Design Approval Request.
F-123(2) Terrebonne-Bend Section
The Dalles-California Highway (US97)
Deschutes County

We hereby request your approval of the location/design as described hereinafter and in the enclosed study report for the proposed project on the Terrebonne-Bend Section of The Dalles-California Highway (US97) in Deschutes County to provide five (5) vehicle passing bays.

Location/Design:

a. The location is the existing corridor of The Dalles-California Highway from Terrebonne to Bend.

b. The proposed design consists of 4'-12' lanes of high type pavement, 2' median and 4' minimum paved shoulders also two bridges at M.P. 118.01 and 129.72 to be widened to provide 52' horizontal clearance.

More complete location/design details are contained in the enclosed study report, which report consists of the following documents:

1 copy Location Section Report, dated November 27, 1972.
1 copy Sketch Maps indicating units (Nov. 1972).
1 copy Detail Map (Nov. 1972).
1 copy Profile and Typical Sections, Units A & B.
1 copy Profile and Typical Sections, Units C, D & E.

The Highway Division has considered the enclosed study report as well as the social, economic and environmental effects and has concluded that the location/design as setforth is suitable for the proposed project.

The required "Negative Environmental Declaration" is being submitted as a separate action.

The description of the Location/Design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

Enclosed are copies of State and District 10 Clearinghouse letters of approval dated October 25, 1972 and October 23, 1972, respectively.

Enclosures

ENCLOSED

cc: Don Edwards
F. B. Kinkham
Jo H. Tenny
F. L. Hall
H. H. Cox
R. H. Chase
R. L. Gifford

File

November 27, 1972

LOCATION SECTION REPORT
TERREBONNE-BEND SECTION
THE DALLES-CALIFORNIA HIGHWAY
DESCHUTES COUNTY

A public hearing was not offered or held on the proposed project which will be constructed within the existing right of way. The proposed project consists of reconstructing portions of the existing highway to provide passing areas. Also included as a part of the project are three channelizations to provide left turn refuges. These channelizations are at the intersections of Highway 370, O'Neil Highway; Highway 374, Tumalo-Deschutes Highway; and at Cooley Road.

The northerly end of the proposed project is approximately 2.1 miles south of Terrebonne. The southerly end of the proposed project is approximately 2.1 miles north of the north city limits of Bend. The total length of the project is 16.6 miles; however, the combined lengths of the proposed construction area total 5.6 miles. The proposed passing area will be constructed as indicated on the attached maps.

Four units of the facility will be constructed with two 12-foot travel lanes with a 2-foot median and a 12-foot passing lane both left and right. The shoulders will vary from 4 feet to 8 feet. The channelized areas for Highway 370 and Highway 374 are at the ends of two of the passing lane units and the passing lanes are tapered out through the channelized area. At Cooley Road the existing two-lane facility is to be channelized with no passing lane construction in this unit.

The horizontal and vertical alignment will be the same as the alignment and grade of the existing highway. Two bridges are to be widened and two concrete box culverts to be extended.

Seeding, mulching or landscaping as necessary to maintain esthetics and protect the environment of the area will be provided. Any signing, lighting or safety devices that are deemed necessary to protect the public will be included in the proposed project.

For the anticipated environmental impact effects, refer to the negative statement prepared for this project.

RECEIVED
STATE HWY ENGR
OCT 27 72
REFER TO
FOR
Info | Inv | R/D | D/R | Sign | Act | File

EXECUTIVE DEPARTMENT

CAPITOL BUILDING • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON L. PENWELL
Director

October 25, 1972

Mr. George Baldwin
Administrator for Highways
Highway Building
Salem, Oregon 97310

Attn: Hill Young

Re: Terrebonne-Bend Section
The Dalles-California Highway
PNRS #7209 2 250

Dear Mr. Baldwin:

This is to notify you that the State Clearinghouse has completed the review of your proposal.

Your Notice of Intent was referred to the appropriate state agencies. All respondents indicated concurrence and approval.

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal Agency as evidence of your having complied with OMB A-95. Comments of the appropriate local reviewing agencies should also be included.

October 30, 1972

Sincerely,

Cleighton Penwell

NOTED
R. D. ASBURY

cc: G. L. Green, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
J. F. Putnam
R. L. Lammers

CP:Kl
cc: Central Oregon COG

RECEIVED
OCT 26 1972
PROGRAMING SECTION

RECEIVED
OCT 26 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

BEN GIFFORD
NOTED
R N CHASE
9/27

Central Oregon Intergovernmental Council

DESCHUTES COUNTY COURTHOUSE
1164 Bond Street
Bend, Oregon
Telephone: (503) 382-4000

October 23, 1972

CROOK
Prineville

Oregon State Highway Division
Highway Building
Salem, OR 97310

DESCHUTES
Bend
Redmond
Sisters

PNRS #7209 2 250
Re: Terrebonne-Bend Section
The Dalles-California
Highway- Deschutes County

JEFFERSON
Culver
Madras
Metolius

Attn.: L.H. Young
Programming Engineer

Dear Mr. Young:

As Regional Clearinghouse for State Administrative District 10, and in accordance with the provision of OMB Circular A-95, the Central Oregon Intergovernmental Council has completed its review of the above captioned project.

The COIC, upon the recommendation of its Planning Staff, the governing bodies of Deschutes County and the Cities of Bend and Redmond, and various other concerned agencies of Central Oregon, is pleased to add a strong endorsement for the undertaking of this project.

The Council, while recognizing that the project does not offer a total solution to the serious traffic problem along this particular stretch of highway, does consider it to be a substantial step forward in reducing the extremely hazardous condition which currently exists.

October 31, 1972

Therefore, on behalf of the COIC, may I wish you success in accomplishing this important project as swiftly as possible.

cc: G. L. Green, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
J. F. Putnam
R. L. Lammert

Sincerely,

Louis M. Olson, Chairman
Central Oregon Intergovernmental Council

LMO/RCR

NOTED
R. D. ASHBY

Ben
NOTED
R N CHASE

RECEIVED
OCT 30 1972
PROGRAMING SECTION

cc: Bill Kramer, Supervisor, Federal Aid Coordination
Ed English, City Administrator, City of Redmond
Art Johnson, City Manager, City of Bend
Lorin Morgan, Deschutes County/City of Bend Planning Director and COIC Planning Staff

BEN GIFFORD
9/27

NOTICE REQUESTING HIGHWAY
LOCATION-DESIGN APPROVAL

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Oregon State Highway Division, after study of the engineering, environmental, and socio-economic aspects, is requesting the location-design approval for construction of the Terrebonne-Bend Section on the The Dalles-California Highway (US 97) in the Bend-Redmond area of Central Oregon.

The proposed section is 16.6 miles long with five intermittent units totaling 5.6 miles to be constructed. Channelization will be provided at various intersections, with intermittent widening and reconstruction of the existing facility to provide passing lanes for slow moving vehicles.

The areas where passing lanes are constructed will provide two 12-foot travel lanes, a 2-foot median, and two 12-foot passing lanes with variable shoulders. The estimated cost of the proposed project is approximately $1,425,000.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying if interested persons desire.

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

* * *

DNH:mm
12/7/72

BULLETIN, Bend
SPOKESMAN, Redmond

RECEIVED
DEC 27 19[illegible]

GAME
COMMISSION

OFFICE OF THE DIRECTOR

7862

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
[illegible]
State Game Director

December 20, 1972

cc's sent 12/26/72:

E. S. Hunter
L. H. Young
W. J. Hart
W. H. Tebeau
C. G. Swenson
F. E. Terpin
J. F. Putnam (2)

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention Mr. Frank L. Hall

Dear Sir:

Regarding the project entitled "Terrebonne-Bend Section, The Dalles-California Highway, Deschutes County" for which plans accompanied your letter of December 13, 1972, we find that no problem with wildlife is anticipated. Therefore the project is approved.

We appreciate the opportunity to comment.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

NOTED
E. S. HUNTER

ROK:js

cc: Dir. FCO

RECEIVED
DEC 27 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
[illegible]

RECEIVED
DEC 28 1972
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

NO.

FORM PR-1 (REV. 4-66)

Rev. 12-15-72

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces): US 97 2.1 mi. S. Terrebonne to 2.1 mi. N. Bend.

ADT | PRESENT: 5,500 | FUTURE: 9,900 | YEAR: 92 | REGION: 10 | STATE NAME: Oregon | STATE CODE: 35 | APPN CODE: 012 | ITEM NO.: 533

PROPOSED WORK (35 typewriter): T. Pave. 2 Brs.

NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR

PROJECT NUMBER: PREFIX LETTER(S): F- | NUMBER: 123 | SEQ. NO.: (23)

T. Projects Only: POST MI. | DESIG.

AL FUNDS: Primary

AREA

COUNTY NAME: Deschutes | CODE: 017

ROUTE NO. P | FEDERAL-AID: 4 | STATE: 4 | U.S.: 97

PROGRAM STAGE: [ ] 1 OR [X] 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		US 97 2.1 mi. South of Terrebonne to 2.1 mi. North of Bend.						Gr. Dr. H.T. Pave; and widen 2 bridges to provide 12' R & L passing lanes with 4' shdlrs. at 5 locations. (Length brs. 69')
	ROW		"Terrebonne" Bend Section"						
	CONST (CODE) (Safety)			5.72	1,500,000	953,400	546,600		ROW-100' Normal; Access Control-Partial; Parking Restrictions-Partial.
	PROJECT TOTALS			5.72*	1,500,000	953,400	546,600		

REMARKS

*Actual construction length of intermittant sections.

PROGRAM APPROVAL DATES

USCOMM DUSCOMM-DC 48908-P61

Budget Bureau No. 41-R2067; Appr

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

Rev. 12-15-72

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21		ADT	PRESENT	FUTURE (66)(70)	YEAR (71)(72)	REGION	STATE NAME	
	1	US 97 2.1 mi. S. Terrebonne to 2.1 mi. N. Bend. 65			5,500	9,900	92	10	Oregon	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)(72)	EMERG. YR. (73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7	SE
	Gr. Dr. H.T. Pave. 2 Brs.								F-	123	(23)
CARD 4	CLASS OF FEDERAL FUNDS								COUNTY NAME	CODE (147)(18)	
	Primary								Deschutes	017	
	NAME OF URBAN AREA 17-31								ROUTE NO. P	FEDERAL-AID 4 (32)	STATE 4 (36)(37)	U.S. 97 (41)

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
1												
5					PE		US 97 2.1 mi. South of Terrebonne to 2.1 mi. North of Bend.					
5					ROW		"Terrebonne-Bend Section"					
3					CONST (CODE) (Safety)			5.72	1,500,000	953,400	546,600	
								5.72*	1,500,000	953,400	546,600	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23)(24) (33)

REMARKS

*Actual construction length of int

TERREBONNE-BEND SECTION

Project F-123(23)

ILITY

Roadway: 2-12' lanes bituminous concrete pavement with 4' shoulders.

Structures:

M.P.	No. & Name	Type	Length	H.C.
118.01	#3296 Lateral COI Canal Bridge	X020	23'	35'
129.72	#1675 Pilot Butte Canal Bridge	X021	46'	44'

TIONS: Roadway same as existing facility.

: The work consists of grade and drain, high type pavement, o bridges described under EXISTING FACILITY to provide with 2-12' lane facility, 5 passing bays consisting of 4-12' lanes, d 4' shoulders at the following locations:

(Sta.) to Mile Point (Sta.)

0) - 118.60 (128+20) 23' Bridge M.P. 118.01

0) - 127.10(295+00)

0) - 130.40(472+75) 46' Bridge M.P. 129.72

0) - 132.80(600+00)

0) - 134.40(681+00)

FOR FORM PR-37:

Type Code 6201	Roadway	$1,411,000
Type Code X020	Lateral COI Canal Br. #3296	$ 25,000
Type Code X021	Pilot Butte Canal Br. #1675	$ 64,000

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

Public Hearings: Not required under the provisions of Paragraph 6c of PPM 20-8.

Location/Design Approval: Request for Location/Design approval being submitted as a separate action.

Negative Environmental Declaration: Being submitted as a separate action.

Clearinghouse Approvals: State and District #10 Clearinghouse approvals dated October 25, 1972 and October 23, 1972, respectively.

NOTE: (1) This project qualifies under the provisions of PPM 21-16 as a "Highway Safety Improvement Project" as being "Safety Oriented" and will provide passing facilities to reduce traffic congestion and accidents caused by lack of sufficient adequate passing opportunities throughout the length of the section. This section has an undulating vertical alignment which presents a problem of inadequate passing sight distance which in combination with traffic consisting of a high percentage of heavy trucks presents a potential and actual traffic hazard of such a magnitude that it would warrant a top priority among hazardous locations in the State needing improvement.
(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P.S. & E. stage and the number stipulated in the P.S. & E. documents.

TERREBONNE-BEND SECTION

Project F-123(23)

EXISTING FACILITY

Roadway: 2-12' lanes bituminous concrete pavement with 4' shoulders.

Structures:

M.P.	No. & Name	Type	Length	H.C.
118.01	#3296 Lateral COI Canal Bridge	X020	23'	35'
129.72	#1675 Pilot Butte Canal Bridge	X021	46'	44'

ADJACENT SECTIONS: Roadway same as existing facility.

PROJECT DATA: The work consists of grade and drain, high type pavement, widen the two bridges described under EXISTING FACILITY to provide with the existing 2-12' lane facility, 5 passing bays consisting of 4-12' lanes, 2' median and 4' shoulders at the following locations:

LOCATION

Mile Point (Sta.) to Mile Point (Sta.)

117.70(176+00) - 118.60 (128+20) 23' Bridge M.P. 118.01

125.40(208+00) - 127.10(295+00)

129.20(407+00) - 130.40(472+75) 46' Bridge M.P. 129.72

131.40(522+00) - 132.80(600+00)

133.90(657+50) - 134.40(681+00)

FOR FORM PR-37:

Type Code 6201 Roadway

Type Code X020 Lateral COI Canal Br. #3296

Type Code X021 Pilot Butte Canal Br. #1675

System Action, Railroads, Airports, Water Development and Recreational Areas: None involved.

Public Hearings: Not required under the provisions of 6c of PPM 20-8.

Location/Design Approval: Request for Location/Desig submitted as a separate action.

Negative Environmental Declaration: Being submitted action.

Clearinghouse Approvals: State and District #10 Cle dated October 25, 1972 and October 23, 1972, respecti

NOTE: (1) This project qualifies under the provisio as a "Highway Safety Improvement Project" as being " and will provide passing facilities to reduce traffic accidents caused by lack of sufficient adequate passi throughout the length of the section. This section ha vertical alignment which presents a problem of inade distance which in combination with traffic consisting age of heavy trucks presents a potential and actual such a magnitude that it would warrant a top priority locations in the State needing improvement.
(2) On-the-job trainees, as set forth in FHWA order on this project will be determined at P.S. & E. stage stipulated in the P.S. & E. documents.

RECEIVED
DEC 27 19

DEC 14 1972
FISH COMMISSION
Director
Asst. Director

OREGON STATE HIGHWAY DIVISION

7862

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 13, 1972

Mr. Thomas E. Kruse
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

Gentlemen:

cc's sent 12-20-72

E.S. Hunter
L.H. Young
W. J. Hart
W. H. Tebeau
C. G. Swenson
F. E. Terpin
J. F. Putnam (2)

To comply with Modification No. 1 dated May 19, 1965, of our Memorandum of Understanding dated September 12, 1963, here are preliminary plans for the following projects scheduled for contract letting January 25, 1973.

1. Terrebonne-Bend Section
   The Dalles-California Highway
   Deschutes County

Your special attention and recommendations will be appreciated.

NOTED
E. S. HUNTER

Very truly yours,

George M. Baldwin
Administrator of Highways
By:
Frank L. Hall

Frank L. Hall
Design Engineer

RECEIVED
DEC 20 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Encl.

S.N.R. 12-18-72
The plans indicate no stream crossings or diversions, thus we anticipate no fishery conflicts and the project is approved.
/s/ Burt Carnegie

Burt Carnegie

4

Salem, Oregon

December 6, 1972

J. F. Putnam, Region Engineer
P. O. Box 1249, Bend, OR 97701

Frank E. Terpin
Final Design Engineer

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

[redacted] Section
The Dalles-California Highway
Deschutes County

Between Stations 143 and 152, Unit A of the subject section, substandard fill slopes have been shown on the cross sections to stay within the existing right-of-way. Although the fills are shallow, approximately six feet maximum, the steepness of the slope could cause an errant vehicle to overturn.

The proper treatment to eliminate the hazard would be to acquire sufficient right-of-way to make standard embankment slopes. Perhaps this can be done while the project is under construction.

Assuming that this can be done we are not asking that guard rail be installed in this location.

FET:jh
cc: W. E. Cole

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 6 - 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

RECEIVED
DEC 5 - 1972

FOR FILING

OREGON STATE
HIGHWAY DIVISION

78662

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **December 5, 1972**

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Project Finance Approval**
Terrebonne-Bend Section
The Dalles-Calif. Hwy., Deschutes Co.

The survey for the subject section has been completed and the Division is preparing plans for a January letting of passing lanes between Terrebonne and Bend. The section is 16.6 miles long and five intermittent units totaling 5.6 miles will be constructed. Four of the units will have 12-foot travel lanes and 12-foot passing lanes, with a 2-foot median and variable 4- to 8-foot shoulders. At the fifth unit, the existing facility will be channelized. Channelization will also be provided at the two widened areas where the O'Neil Highway No. 370 and Tumalo-Deschutes Highway No. 374 connect to The Dalles-California Highway.

A hearing was not offered as the entire project is proposed to be constructed within the existing rights-of way. A negative environmental statement is being prepared.

I recommend this project be contracted as a Federal-aid Project at a total estimated cost of $1,425,000 and request your concurrence to add it to Program XII "A".

This matter will be on the agenda for your consideration at the December 12 meeting.

cc: C. W. Head
G. M. Baldwin
F. B. Klaboe
E. S. Hunter
L. H. Young
B. L. Gifford
V. E. Skoog
H. S. Cox
J. F. Putnam
Mary Ross
Gary Sund

BLG:bb dps

4

Salem, Oregon

December 1, 1972

J. F. Putnam, Region Engineer
P. O. Box 1249, Bend, Oregon 97701

Frank E. Terpin
Final Design Engineer

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

[redacted]-Bend Section
The Dalles-California Highway
Deschutes County

As a result of our telephone conversation regarding the subject project the roadway typical section for the subject project is being revised to provide a 4:1 rock surfacing slope. This requires an increase in width from three feet to five feet. The plans will indicate the width is variable, with a three foot minimum, as required to stay within the existing right-of-way. The back slopes will be adjusted to keep the excess of excavation to a minimum and both fill and cut slopes inside the existing right-of-way.

The adjustment of the roadway slopes is being done as a result of our conversation and contrary to instructions contained in your letter of transmittal.

FET:jh
cc: V. D. Wolfe
W. E. Cole

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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DEC 1 - 1972
DESIGN SECTION

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Requires Approval ☐
Receiver Keep ☐
Do not File
Return To
Bring Up / /
Other

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OCT 1-1972
FOR FILING

12-1-72

7862

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

SUBJECT:

Ed

To: MEMO TO FILE

FROM:

L. E. George
Traffic Engineer

SUBJECT: Traffic Conditions
US97 & Cooley Road
North of Bend

This office has prepared and submitted a report concerning traffic conditions at US97 and Cooley Road, north of Bend. The recommendations in the report are the establishment of a 50 MPH zone (extending the existing zone) and the installation of a left-turn refuge.

After the report was submitted, Mr. Schroeder advised this office that the four-lane sections between Redmond and Bend will be constructed in the near future to serve as "passing bays".

Discussions with Vic Wolfe indicate that it would be possible to extend the existing four lanes northerly past the intersection of US97 and Cooley Road as a part of the construction project. If this is within the ability of the project funds, it is the recommendation of this office that such work be accomplished. Although there may still be a possible rear-end accident conflict for vehicles turning from 97 into Cooley Road, it will be greatly reduced by the availability of the second lane for traffic to by-pass stopped vehicles waiting to make a turn. In addition, it would materially improve the traffic operation capabilities on this particular section of highway. It would have further benefits in the high-accident rate section south of the junction of US20 and US97.

RECEIVED
OCT 13 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

LEG:pb

Attached

cc: R. L. Schroeder ✓
V. D. Wolfe
J. F. Putnam

FORM 8.80 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

Date: October 5, 1972

SUBJECT:

To: R. L. Schroeder
Asst. Highway Engineer
BUILDING

From: L. E. George
L. E. George
Traffic Engineer

Subject: Traffic Conditions
The Dalles-California Hwy.
@ Cooley Road
North of Bend

At the request of the Region Office we have made an investigation of traffic conditions at the above intersection. There is attached a copy of the report.

The best treatment for this location is construction of a left-turn refuge; however, Putnam indicates that because of the press of maintenance work and other Minor Betterment to which he is committed, it will be late next year at best before he will be in a position to construct a refuge at this location. Both the Region Office and the Bend State Police feel that the 50 MPH speed zone on US 97 north of Bend should be extended northerly to encompass this intersection.

As is shown by the accident listing, most of the accidents in the 1.35 mile section in question were non-intersectional in character. The 1971 accident rate was 4.54 accidents per million vehicle miles. The average rate for rural, primaries was 2.25. This would indicate that there is a need for additional control in this section.

It is recommended that the 50 MPH speed zone be extended as requested. If you approve I will draft the necessary letter to the Commission.

RECEIVED
OCT 6 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Attachment
VPJ:njc

OP*50870-700

Passing by - If none is received by Oct 16 will write L.T. in contract

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NOV 1 - 1972
FOR FILING

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STATE HWY ENGR
OCT 27 '72
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

EXECUTIVE DEPARTMENT

7262

CAPITOL BUILDING • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON L. PENWELL
Director

October 25, 1972

RECEIVED
OCT 30 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. George Baldwin
Administrator for Highways
Highway Building
Salem, Oregon 97310

Attn: Hill Young

Re: Terrebonne-Bend Section
The Dalles-California Highway
PNRS #7209 2 250

NOTED
E. S. HUNTER

Dear Mr. Baldwin:

This is to notify you that the State Clearinghouse has completed the review of your proposal.

Your Notice of Intent was referred to the appropriate state agencies. All respondents indicated concurrence and approval.

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal Agency as evidence of your having complied with OMB A-95. Comments of the appropriate local reviewing agencies should also be included.

October 30, 1972

Sincerely,

Cleighton Penwell

NOTED
R. D. ASBURY

cc: G. L. Green, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
J. F. Putnam
R. L. Lammers

CP:Kl
cc: Central Oregon COG

RECEIVED
OCT 26 1972
PROGRAMING SECTION

RECEIVED
OCT 26 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

BEN GIFFORD
9/27

Central Oregon Intergovernmental Council

DESCHUTES COUNTY COURTHOUSE
1164 Bond Street
Bend, Oregon
Telephone: (503) 382-4000

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NOV 2 - 1972
FOR ENGG

7862

October 23, 1972

RECEIVED
OCT 31 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

CROOK
Prineville

DESCHUTES
Bend
Redmond
Sisters

JEFFERSON
Culver
Madras
Metolius

Oregon State Highway Division
Highway Building
Salem, OR 97310

PNRS #7209 2 250
Re: Terrebonne-Bend Section
The Dalles-California
Highway- Deschutes County

Attn.: L.H. Young
Programming Engineer

Dear Mr. Young:

As Regional Clearinghouse for State Administrative District 10, and in accordance with the provision of OMB Circular A-95, the Central Oregon Intergovernmental Council has completed its review of the above captioned project.

The COIC, upon the recommendation of its Planning Staff, the governing bodies of Deschutes County and the Cities of Bend and Redmond, and various other concerned agencies of Central Oregon, is pleased to add a strong endorsement for the undertaking of this project.

The Council, while recognizing that the project does not offer a total solution to the serious traffic problem along this particular stretch of highway, does consider it to be a substantial step forward in reducing the extremely hazardous condition which currently exists.

Therefore, on behalf of the COIC, may I wish you success in accomplishing this important project as swiftly as possible.

Sincerely,

Louis M. Olson, Chairman
Central Oregon Intergovernmental Council

LMO/RCR

October 31, 1972

cc: G. L. Green, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
J. F. Putnam
R. L. Lennert

NOTED
E. S. HUNTER

Ben

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OCT 30 1972
PROCESSING SECTION

cc: Bill Kramer, Supervisor, Federal Aid Coordination
Ed English, City Administrator, City of Redmond
Art Johnson, City Manager, City of Bend
Lorin Morgan, Deschutes County/City of Bend Planning Director and COIC Planning Staff

BEN GIFFORD
9/27

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OCT 11 1972
FOR FILING

10-11-72

78662

Noted
GEORGE M. [illegible]

ANALYSIS OF ACCIDENT DATA

REDMOND-BEND SECTION
of
THE DALLES-CALIFORNIA HIGHWAY

The accident and fatality rates for the past five and one-half years on the Redmond-Bend section of US97 were compared with the same rates on the Albany-Lebanon section of the Santiam Highway. Both highways have similar traffic volumes in the order of 4,500 ADT, and both have similar peak volume characteristics. The tabulation by year for each highway is as follows:

US97 - REDMOND-BEND

	Acc. Rate	Fat. Rate
1967	2.48	4.35
1968	1.55	4.08
1969	2.72	4.06
1970	2.32	3.82
1971	2.29	3.60
6 mo.1972	-	-
Composite Totals	2.41	5.03

US20 - ALBANY-LEBANON

	Acc. Rate	Fat. Rate
1967	2.49	16.19
1968	2.20	20.95
1969	4.58	44.16
1970	3.05	4.76
1971	2.60	4.65
6 mo.1972	-	-
Composite Totals	2.72	17.57

As may be seen from the above tabulation, the accident rate and fatality rate for the Redmond-Bend section is lower than the section on US20. The state-wide rural non-freeway primary system has an average of 2.55 over about the same time period. Again, it is noticed that the rate on US97 section is lower than the state-wide average.

The Redmond-Bend section was also compared with the Salmon River Highway, the North Santiam Highway, and the Oregon Coast Highway, all in sections of similar traffic volumes and traffic characteristics. The accident rate was comparable in all cases with the Redmond-Bend section generally being slightly lower in accident rate than the other sections analyzed.

In summary, it appears that the accident rate on the Redmond-Bend section of US97 is about normal when compared with the state-wide average

and is somewhat lower than the accident rates when compared with specific sections of similar traffic volume characteristics. This section of highway does not appear, based on its accident record, to be abnormally hazardous.

LEG:pb

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OCT 10 1972
FOR FILING

7862

September 28, 1972

Mr. J. F. Putnam
Region Engineer

Passing Bays
Bend-Terrebonne Section
The Dalles-California Highway

Attached herewith a map depicting passing bays as put together by my Reconnaissance Unit.

In line with our discussion, it would be much better to have the passing bays opposite each other so that in effect we have a 4-lane section. These passing bays should be constructed in areas where they will not be involved with public road intersections. I would recommend that none of them be shorter than .75 to .8 of a mile in length. A typical section, instead of as shown on the recon map, should be four 12-foot travel lanes, a two-foot median for a double yellow stripe, and four-foot shoulders. I would recommend that you make every effort to keep these passing bays off crest vertical curves.

In observing the map with the waysides shown thereon, it becomes obvious that if we have hopes of constructing these passing bays in the forseeable future, we will have to contain the construction within the existing right of way. It will take us two years to get a 4-F statement through Washington, D. C. if we have to have right of way.

Our maps indicate that there is apparently a minimum of 100 feet of right of way, so hopefully you can accomplish our goals. You are limited to $1.5 million for the total package.

10-10-72
Vic: But they might be cont. to remove the bad features of vertical. This might be the best we to reduce accidents. Jack

Victor D. Wolfe
Location Engineer

Attachments
VDW:mc

cc E. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. H. Young
Frank Hall

RECEIVED
STATE HWY ENGR
OCT 6 '72
REFER TO
FOR
Info | Inves | R/D | DJR | Sign | Act | File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

	For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02	12] APPLICANT	[45	46] DIVISION		[79
	State Highway Division		Dept. of Transportation		
03	12] APPLICANT ADDRESS STREET	[45	46] CITY	[60	76] ZIP [80
	State Highway Building		Salem		97310
04	12] CONTACT PERSON	[45	46] AREA CODE [48	49] PHONE [55	56] EXTENSION [59
	L. H. Young		503	378	6563
01	12] PROJECT TITLE				[71
	Terrebonne-Bend Section The Dalles-California Highway District 10				
11	12] PROJECT LOCATION CITY	[45	46] PROJECT LOCATION COUNTY		[79
	Redmond-Bend		Deschutes		
05	12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY)				[71
	Project involves preliminary engineering, right-of-way acquisition, grading,				
06	12]				[71
	paving and incidental work required to construct intermittent passing lanes				
07	12]				[71
	on each side of the existing facility.				
08	12]				[71
09	12]				[71
10	12]				[71

12	FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	900,000	-	600,000	-	-	1,500,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12B)	[79
			[71
14	12] FEDERAL PROGRAM TITLE		
	Title 23 U.S.C. Highways		
15	12] FEDERAL AGENCY NAME [45	46] FEDERAL SUB-AGENCY NAME	[79
	Dept. of Transportation	Federal Highway Admin.	

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE		REGIONAL		LOCAL		(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
[X] 29	☐ 30	☐ 31	☐ 32	☐ 33	☐ 34	[X] 35	☐ 36	☐ 37	[X] 38	☐ 39	[X] 40

(See IV, Page 2)

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	11	1	1972

ADDITIONAL INFORMATION — ALL APPLICANTS

I. FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: September 27, 1972

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☒ Yes ☐ Date:

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY Highway

V. LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal-aid Primary Program

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

VII. (a) Federal Congressional District(s) Number(s) 2
(b) State Representative District(s) Number(s) 54
(c) State Senatorial District(s) Number(s) 27

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

REMARKS

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7862

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

September 21, 1972
Salem, Oregon

To: Mr. L. H. Young
Programing Engineer

SUBJECT:

BUILDING

INITIALED
F. B. KLABOE

The Commission has requested that we build eight passing lanes (four in each direction) between Bend and Redmond at an estimated cost of 1.5 million dollars. The project is suppose to be built during the next construction season and should, therefore, be contracted not later than April, 1973.

The project will require right of way purchase and, therefore, an environmental statement and the necessary hearings should be scheduled as soon as possible.

ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

cc: F. B. Klaboe ✓
R. L. Schroeder
Victor D. Wolfe
Frank Hall
J. F. Putnam

9-25-72
Ed: Please make certain the paving here fit into the overlay & base section. Also, can we get this as a FAP project
Fred

RECEIVED
STATE HWY ENGR
SEP 21 '72
REFER TO
FU
Traffic | Travel | R/D | C/R | S/R | A-E | File

RECEIVED
JUN 29 1971
FOR FILING

17862

June 29, 1971

Mr. Jerry L. Shelley
Route 1, Box 907 A
Klamath Falls, Oregon 97601

Dear Mr. Shelley:

Re: Redmond-Bend Section, The Dalles-California Highway, Deschutes County

Attached is a preliminary sketch showing proposed right-of-way needs through the Hostetler property on the Redmond-Bend Section of The Dalles-California Highway. The scale of the map is 1"=100'. This is the property which you said you were interested in during a telephone conversation with a member of my staff.

The colored area is approximately the right-of-way we expect to need for future highway expansion but we do not know when we will be acquiring it. Please consider this as preliminary and subject to change.

I trust this will be of value to you in whatever plans you may have.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Attachment

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. L. Hall
L. H. Young
J. F. Putnam

DNS:jp srb

9-5-68 Prefix No. 9-1445

LOCATION PROSPECTUS
REDMOND-BEND SECTION
THE DALLES-CALIFORNIA HIGHWAY
DESCHUTES COUNTY

HIGHWAY: The Dalles-California, State Primary No. 4, Federal-aid Primary No. 4.

TERMINI: The northerly terminus is at M.P. 121.6 which point is the southerly end of a one-way couplet in Redmond. The southerly terminus is at M.P. 134.84 which point is 0.09 mile southerly of the Anderson County Road connection.

LENGTH: 13.36 miles.

PROGRAM: Not programmed.

NARRATIVE: This will be a location survey for the purpose of delineation of right of way for a four-lane facility. The route will generally follow the existing facility with minor changes in grade and alignment. A reconnaissance was conducted by Mr. W. H. Tebeau. Drainage problems are not anticipated. Soils investigations will not be conducted. A portion of this project lies within the city limits of Redmond.

CHARACTERISTICS: Present ADT is 4,100; projected ADT is 7,300.

STANDARDS: Class "A(4)". Deviations from State and AASHO standards are not anticipated.

TYPICAL SECTION: Four 12 -foot travel lanes, 10-foot shoulders and the median to be a minimum of 16 feet.

ACCESS: Limited to location.

BASE: Tentative base design is:

	New		Over Existing Pavement
	2" A. C. Final		2" A. C. Final
	4" A. C. Immediate		4" A. C. Immediate
	6" P.M.B.B.		3" P.M.B.B.
	6" Crushed Base		
Total	16" Initial construction	Total	7" Initial construction

9,400,000 100% field 95% office 4 weeks to complete.

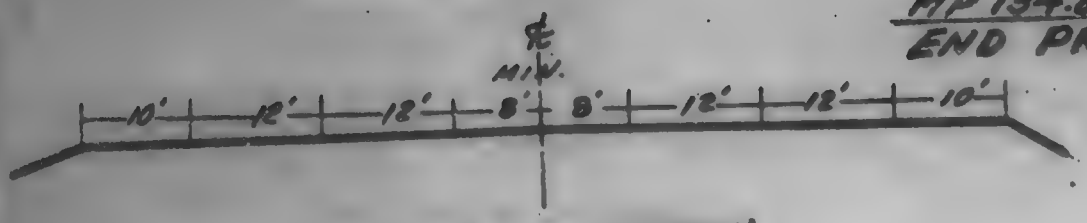
ADDITIONAL FACILITIES: There are no major stream crossings. The SP&S Railroad lies just easterly of and adjacent to the existing facility. The Redmond Municipal Airport lies approximately one-half mile easterly of the northerly end of the project.

AGREEMENTS: An opportunity for a public hearing will be offered for an advance right of way project.

PARKS: A portion of the project will be through a Juniper Wayside Area.

September 5, 1968
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
J. F. Putnam (3)
Mark Astrup
J. M. Cartwright (2)
R. N. Chase
H. S. Cox (2)
F. B. Crandall
W. N. Hackleman
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

PROSPECTUS MAP
REDMOND - BEND SECTION
THE DALLES - CALIFORNIA HWY.
DESCHUTES COUNTY
AUGUST 1958



TYPICAL SECTION

FORM 8-30 1962 10-62

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 26, 1967

To: Mr. F. D. Morgan
Construction Engineer
OFFICE

SUBJECT: Assignment No. FBK 1963
Four-Lane Improvement
The Dalles-California Highway
Redmond - Bend

ATTENTION: Mr. D. J. Barbee

$8,100,000

It will cost ~~$9,440,000~~ to improve the existing facility between Redmond and Bend to four lanes; total length of the section is 15.6 miles which will extend from Highland Avenue in Redmond (MP 121.5) to Revere Avenue in Bend (MP 137.1)--the intention being to create a continuous four-lane facility through both cities. The estimate is segmented as follows:

	Redmond (Highland Ave.) to US 20 Interchange MP 121.5 - MP 134.8	US 20 Interchange to Bend (Revere Ave.) MP 134.8 - MP 137.1
Length, miles	13.3	2.3
Grade and Pave	5,100,000 ~~$5,990,000~~	910,000 ~~$1,060,000~~
Structures	490,000	1,360,000
Right of Way	450,000	90,000
Est. Const. Cost	6,040,000 ~~$6,930,000~~	2,360,000 ~~$2,510,000~~

Between MP 121.5 and MP 134.8, a 4-foot median and 10-foot shoulders were assumed making a total top width of 72 feet; it was thought that any channelization that would be needed at major road intersections could be developed by encroaching upon the shoulder area. Between MP 134.8 and MP 137.1, an 84-foot street section was assumed because of the adjacent culture with the exception of the segment in the vicinity of the bridges over Swalley Canal and the SP&S railroad main line where it was decided to develop a "free alignment" pattern (with the new lanes being located to the west of the present highway) in order to maintain proper clearances with the railroad; also, from the field observation, it did not appear that widening the existing structure to four lanes would be practical - the "free alignment" scheme will, at least, permit movement of traffic with little or no interference during the

construction of the new lanes. The above cost, however, does include widening of the railroad and canal structures discussed above from their present 30-foot widths to 44 feet to conform with the latest thinking regarding bridge widths.

In the vicinity of the US 20 interchange north of Bend ("Y" Type utilizing a single structure) lying within the MP 134.8 to MP 137.1 segment, it was assumed that it could be converted as is to handle the four lanes; however, it would involve a left turn movement from the inside lanes toward Sisters which, in my opinion, is not too desirable. Conversion to a full-scale interchange eliminating the left turn movement from the inside lanes would cost about $700,000 over the cost given in the tabulation for this segment which requires replacing the existing structure with one that would allow ample room for four lanes under it--the present structure has 42 feet of horizontal clearance.

The business route junction into Bend just north of the Swalley Canal crossing would be the only intersection to be considered for traffic signals upon the advent of four lanes through the area. The Traffic Division, however, has indicated that traffic warrants for a signal would be borderline and it is their contention that a flashing signal would suffice. I tend to disagree with their reasoning and for this reason, I have included $15,000 in the estimate for establishment of a traffic signal at this point.

The horizontal alignment, in general, is tangent for the greater portion of the distance, Vertical alignment, on the other hand, has a minimum 450-foot sight distance which places it in about the 60-mile-per-hour category; the existing gradients were utilized except for minor adjustments to improve the sight distance.

Between Redmond and the US 20 Interchange (MP 121.5 - MP 134.8), the 1966 A.D.T. is 4,100 (weighted average); from the US 20 Interchange into Bend (MP 134.8 - MP 137.1), it is 5,600 (weighted average). This would indicate that consideration for four lanes would most likely favor the latter segment as the first unit to be improved.

A small scale map is attached.

W. H. Tebeau

W. H. Tebeau
Preliminary Studies Engineer

Attachment

WHT:ss

Redmond CHAMBER OF COMMERCE

- POWER CENTER
- FARMING CENTER
- TRANSPORTATION CENTER
- POPULATION CENTER

TELEPHONE 548-2733
521 SOUTH SIXTH STREET
REDMOND, OREGON 97756

RESOLUTION

WHEREAS: That portion of Highway 97 between the cities of Bend, Oregon and Redmond, Oregon is an important link in the Pan Am West International Highway, and

WHEREAS: The present two-lane highway structure is such that it creates an extreme safety hazard, and traffic in this area has increased to the point that the situation has become critical,

THEREFORE, BE IT RESOLVED: That the Oregon State Highway Commission, through its chairman, Mr. Glenn Jackson, be urged to proceed immediately with reconstruction of this route to a four-lane North-South U.S. 97 Standard.

REDMOND CHAMBER OF COMMERCE
RESOLUTION - March, 1971

George Noyes

George Noyes, President

copies to:
Senator Gordon McKay
Representative Sam Johnson

Redmond CHAMBER OF COMMERCE

- POWER CENTER
- FARMING CENTER
- TRANSPORTATION CENTER
- POPULATION CENTER

TELEPHONE 548-2733
521 SOUTH SIXTH STREET
REDMOND, OREGON 97756

RESOLUTION

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THEREFORE, BE IT RESOLVED: That the Oregon State Highway Commission, through its chairman, Mr. Glenn Jackson, be urged to proceed immediately with reconstruction of this route to a four-lane North-South U.S.97 Standard.

DESCHUTES COUNTY ADVERTISING COMMITTEE
RESOLUTION - February 22, 1971

Curtis M. Lantz, Chairman

RECEIVED
FEB 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1971
FORMS

7862

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 31, 1970

To:

SUBJECT: Spot Improvements
The Dalles-Calif. Hwy.
Redmond-Bend Section

Tom Edwards
Deputy State Highway Engineer

B u i l d i n g

NOTED
A. E. JOHNSON

In response to your letter of June 12 concerning the improvements to the subject highway, the section north of Riverside Drive in Bend and the section south of the one-way couplet in Redmond have been reviewed with Jim Putnam.

Mr. Putnam will initiate a minor betterment order (under $50,000) to widen the first section north of Swalley Canal to four lanes utilizing a 56 ft. section by surfacing and paving the shoulders, with an anticipated overlay of the entire section at a later date.

Mr. Putnam will also initiate a minor betterment order to proceed with the bridge widening design and purchase of right of way for the widening south of the one-way couplet in Redmond. This project will be scheduled for 1971-72.

NOTED
A. E. JOHNSON

Robert N. Bothman
Maintenance Engineer

RNB:mp
cc: A. E. Johnson

Al This is a good program

RECEIVED
JUL 31 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP 82475-734

RECEIVED
NOV 1 - 1967
FOR FILING

7862

1963

October 31, 1967

Redmond Chamber of Commerce
521 South Sixth Street
Redmond, Oregon 97756

Gentlemen:

Awhile ago, Representative Sam Johnson contacted me and requested that we take a good look at The Dalles-California Highway between Redmond and Bend.

We have made a preliminary investigation and have estimated the cost of four laning the section between Highland Avenue in Redmond and Revere Avenue in Bend. The cost for four laning this 15.6-mile section is estimated to be $5,400,000.

With all the deficiencies that now exist on the highway system and with our limited financial ability, it does not appear that we will be able to undertake a project of this magnitude in the near future.

This does not mean that I do not sympathize with you in your desires to improve this highway nor that I do not believe that it is a worthwhile project. The simple fact of the matter is that we have too much to do and too little money with which to do it.

We would be glad to discuss the particulars of the cost estimate with you or with Representative Johnson at any time convenient.

If I can be of any further assistance, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

bc R. L. Porter
F. D. Klaboe
Victor D. Wolfe
F. D. Morgan
Ralph Sipprell
J. F. Putnam

cc Senator Gordon McKay
Representative Sam Johnson

FBK:srb fn

FORM B-80 REV 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 26, 1967

To: Mr. F. D. Morgan
Construction Engineer
OFFICE

SUBJECT: Assignment No. FBK 1963
Four-Lane Improvement
The Dalles-California Highway
Redmond - Bend

ATTENTION: Mr. D. J. Barbee

~~$9,440,000~~ $8,400,000

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Right of Way	450,000	90,000
Est. Const. Cost	~~$6,930,000~~ 6,040,000	~~$2,510,000~~ 2,360,000

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A small scale map is attached.

W. H. Tebeau

W. H. Tebeau
Preliminary Studies Engineer

Attachment

WHT:ss

M.P. 134.8
MP 137.1
Revere
BEND

M.P. 134.8
M.P. 137.1
Revere Ave
BEND

THE DALLES CALIFORNIA HIGHWAY

THE DALLES CALIFORNIA HIGHWAY

REDMOND
TUMALO
OREGON—DESCHUTES CO.
7½ MINUTE SERIES

R-300
10-67

M.P. 121.5

REDMOND

7864 Redwood Highway at Lister Street 1973
(Cave Junction) Section
(Traffic signal install.)

7864

December 10, 1973

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7864 awarded to Hanson Electric Co., for a traffic signal installation on the Redwood Highway at Lister Street in Cave Junction in Josephine County was completed on October 26, 1973, and accepted by the Transportation Commission on December 5, 1973.

Final payment in the amount of $1,083 will be released to the contractor after December 15, 1973. The total contract amount is $21,700 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

G. W. Read, Manager
ADMINISTRATIVE SERVICES

ZRm

cc Hanson Electric Co.
1127 South Broadway
Coos Bay, Oregon 97420

G. T. Kenney
Walt Hart
V. E. Skoog Attn: Dick Enoch
Alfred Shirley

7864

December 6, 1973

TO Oregon Transportation Commission

FROM
F. B. Klaboe
Administrator and State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7864, Work Completed October 26, 1973

Project Redwood Hwy. at Lister St. (Cave Junction)

Highway Redwood, County Josephine

Type of Work Traffic Signal Installation

Contractor Hansen Electric Company

Recommended Acceptance Date December 6, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on December 19, 1973 for your formal concurrence.

VC:bb
cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7864

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Redwood Hwy. at Lister St. (Cave Junction)		WEEK ENDING: November 24, 1973
		REGION PROJECT: 17-1121
HIGHWAY: Redwood		COUNTY: Josephine
NAME OF JOB: Redwood Highway at Lister Street	KIND OF WORK: Traffic signal installation	
CONTRACTOR: Hansen Electric Company	CONTRACT NUMBER: 7864	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: January 31, 1973	DATE WORK STARTED: April 23, 1973	ESTIMATED COMPLETION DATE: Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 150	CALENDAR DAYS USED 145
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 96.6
PROJECT AUTHORIZATION: $25,934.25		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $23,669.25	[illegible] AUTHORIZATION $2,265.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $22,125.98	[illegible] COST TO DATE $2,212.91	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93.8
ESTIMATED PERCENT: [illegible] UNDERRUN 6.6 %	PERCENT OF AUTHORIZATION 97.7 %	DATE PROJECT WAS COMPLETED: October 26, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	[illegible]	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES [illegible]					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER [illegible]					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 18	Cldy.			
MONDAY 19	Cldy.			
TUESDAY 20	Rain			
WEDNESDAY 21	Cldy.			
THURSDAY 22				
FRIDAY 23				
SATURDAY 24				

K

RECEIVED

[illegible] SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 18	No activity all week
MONDAY 19	
TUESDAY 20	
WEDNESDAY 21	
THURSDAY 22	
FRIDAY 23	
SATURDAY 24	

REMARKS

Status: All work complete. Semi-final submitted. This will be the last weekly

SIGNED Keith L Martin LOCATION Grants Pass

Keith L. Martin

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

OREGON STATE
HIGHWAY DIVISION

7264

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 16, 1973

Hansen Electric Co.
1127 South Broadway
Coos Bay, Oregon 97420

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7264 for a traffic signal installation on the Redwood Highway at Lister Street in Coos Junction.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure
cc United Pacific Insurance Co.
Suite 600, 700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

O. T. Keasey
Walt Hart
L. H. Young Attn: Vince Gallagher
J. H. Versteeg
Keith Martin

Hansen Electric Co.

1127 S. Broadway — P. O. Box 1135
COOS BAY, OREGON 97420
Telephone 267-2143

ELECTRICAL CONTRACTORS

7867

JANUARY 26, 1973

MR. L. H. YOUNG
OFFICE OF ENGINEERING
ROOM 207
OREGON STATE HIGHWAY DIVISION
SALEM, OREGON 97310

RE: TRAFFIC SIGNAL INSTALLATION, LISTER AND REDWOOD STREETS (CAVE JUNCTION)
SECTION OF THE REDWOOD HIGHWAY IN JOSEPHINE COUNTY.

GENTLEMEN:

WE WISH TO CONFIRM OUR BID IN THE AMOUNT OF $21,850.00 FOR THE TRAFFIC SIGANL INSTALLATION AT CAVE JUNCTION. WE DID, HOWEVER, THROUGH A LAST MINUTE LATE NIGHT ERROR IN FILLING OHT THE BID FORM, REVERSE THE LOCATIONS OF THE TWO LUMP SUM BID ITEMS.

THE BID FORM SHOULD HAVE LISTED THE TRAFFICE CONTROL AT $250.00 AND THE TRAFFIC SIGNAL INSTALLATION AT $21,620.00. OUR TOTAL BID REMAINS AS STATED AT $21,850.00.

WE APOLOGIZE FOR OUR ERROR AND AWAIT YOUR DECISION ON THE MATTER.

SINCERELY,

HANSEN ELECTRIC COMPANY

Russell D. Hansen

RUSSELL D. HANSEN,
PRESIDENT

RDH/GK
CC

cc: Head
Pierpont
Vince

NOTED
C. W. HEAD

RECEIVED
JAN 29 1973
PROGRAMMING SECTION

NOTED
R. D. [illegible]

RECEIVED
JAN 22 1973
FOR FILING

17864

AGENDA
DEC 1 1972
5 X

November 15, 1972

City of Cave Junction
City Hall
Cave Junction, Oregon 97523

Attention: F. A. Kaufman
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7619

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering installation of traffic signals at the intersection of Lister Street and US199.

We have retained a fully executed copy for the Commission's files.

Very truly yours,

C. W. Mead, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc F. B. Klaboe
L. E. George
(xerox agree. att.)

FOR FILING

7864

November 14, 1972

To Oregon State Highway Commission

From F. S. Klaboe
Deputy State Highway Engineer

Subject Traffic Signal Agreement
US199 and Lister Street
Cave Junction

An agreement has been reached with the City of Cave Junction covering installation of traffic signals at the intersection of Lister Street and US199.

The agreement provides that the State shall do the work of the project, pay all costs, and maintain the signals after installation. The City will pay for all future power costs. The total estimated cost of the project is $22,000, to be taken from State Construction Funds.

Your approval of this agreement and authorization for the Secretary to sign on your behalf is recommended.

To expedite the project, telephonic approval was received from Chairman Jackson on November 14, 1972. This matter will be on the agenda for confirmation at the December 12 meeting.

bc C. W. Head
George M. Baldwin
Tom Edwards
R. L. Schroeder
E. S. Hunter
L. E. George
V. E. Skoog
H. S. Cox
J. H. Versteeg

LEG:pb ia

ORDINANCE NO. 84

11-9-72

FOR FILING

An Ordinance Providing for the construction and installation of a two-phase, fully-actuated traffic signals at the intersection of the Redwood Highway and Lister Street.

AND DECLARING AN EMERGENCY .

7864

The City of Cave Junction ordains as follows:

That the Common Coundil has read and approved and agreed to enter into an Agreement with the State Highway Commission setting forth installation of the above noted traffic signal.

The Common Council agrees to abide by all of the terms, covenants and conditions required to be performed by the City. In exchange for the State Highway Commission abiding by their terms covenants and conditions.

A copy of said Agreement is attached hereto marked Exhibit "A" and made a part of this Ordinance.

Whereas the City of Cave Junction recognizes the need for a control of the flow of traffic in order to protect the pedestrians and to provide for the Safe Entree for the Traffic from Lister Street. An emergency is hereby declared to exist in the interest of the public peace, health and safety of the City of Cave Junction, and the inhabitants thereof, and this ordinance may be introduced and placed upon all of its readings and final passage at any one meeting of the common coundil and shall be in full force and effect from and after its passage by the common council and approval by the Mayor.

PASSED by the Common Council and approved by the Mayor this 9th day of November ,1972

Arthur J. Drew
MAYOR

Attest :

F.G. Kaufman
City Recorder

Ordinance No. 84

11-13-72
Schroeder
TA

7865 Willamette R.-Orleans Sec. of the Corv.-Lebanon Hwy. E. of Corvallis (Slope protection) 1973

STATE COPY

7815 11-6-73

OSHD (Coulter)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

eh

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Linn	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
11/6/73	P. V. Riedl, Area Engineer		ER-278(1)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
5/17/73	6/28/73	78 %	120
APPROVED EXTENSIONS	**LOCATION**		
None	Corvallis-Lebanon Highway 1/2 mile east of Corvallis		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.
There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

WILLAMETTE RIVER-ORLEANS SECTION
CORVALLIS-LEBANON HIGHWAY
Slope Protection
Storm Damage Repair

NOV 08 1973
REGIONAL OFFICE

This project is located on State Road 34, 0.3 mile east of Corvallis to 0.8 Mile Post.

The storms of January 11 to 23, 1972 caused flooding of the Willamette River which overflowed the highway and undermined portions of the AC pavement washing out the base rock, shoulder material and asphalt concrete slope protection. Temporary repair work consisted of placing temporary barricades, replacing base and shoulder rock and patching asphaltic concrete pavement. This work was performed by State forces and by contractor's forces under Extra Work Order No. 7 on contract 7481. These costs are as follows:

State Forces	Labor	$900.00
EWO #7 Contract 7481	Labor	961.00
	Equipment	679.00
	Material	928.00
TOTAL		$3,468.00

NOTED
H.S.COULTER '73
11-9
cy Constr
Young

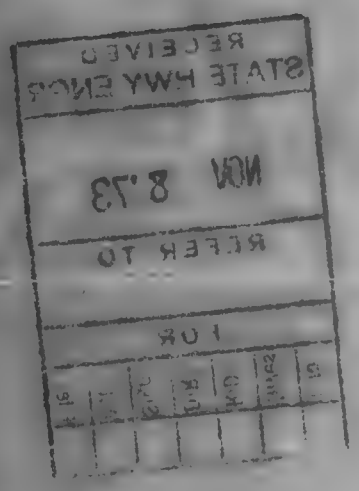
Permanent rasteration consisted of the construction of a reinforced concrete slab and cutoff wall from Station 29 to 45, reconstruct the road approach right of Station 35+68 and construct concrete overflow apron and cutoff wall left of Station 71+90.

*NOTE: Not applicable for direct federal projects. (more)

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE: Original signed by P. V. RIEDL		SIGNATURE: Original signed by G. K. Hossner	
P. V. Riedl		G. K. Hossner	
TITLE: Area Engineer	DATE: 11/7/73	TITLE: District Engineer	DATE: NOV 08 1973

Form PR 53-E (Rev. 7-70) EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

This work was completed on May 17, 1973 using 94 of the 120 days to complete the project. The final contract amount is $56,412.83, an overrun of the initial authorization of 9%. Significant overrun was experienced in the concrete slab. The additional material was required to complete the project work. The project engineer's statement of overruns and underruns and a copy of the material certificate is attached to the Division office copy of this report.



7865

October 26, 1973

TO B. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. ER-278(1)

SUBJECT Request Federal-aid Project Acceptance

Contract 7865 Work Completed May 17, 1973

Project Willamette River-Orleans

Highway Corvallis-Lebanon

County Linn

Acceptance: Transportation Commission June 28, 1973

Federal Highway Administration May 23, 1973

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

[redacted]

cc F. R. Griffin

7865

STATE COPY

MONTHLY TRANSACTION NUMBER: 8-10-10	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE: Oregon
PROJECT REPORT NUMBER: 9	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY: Linn
MODIFICATION NUMBER: 1	(PPM 21-2) 8-9-73	PROJECT NUMBER: ER-278(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 26, 1973, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 58,770	$ 61,968
Federal Funds	$ 58,770	$ 61,968
Other revisions		

This modification is made for the following reasons:

Changes in bid item quantities and reduction in construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 9th day of August, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E G Johnston

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By D. J. Smith
for Glen L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 915-669

Oregon State Highway Division

Federal-aid Project
No. ER-278(1)

WILLAMETTE RIVER-ORLEANS SECTION

CORVALLIS-LEBANON HIGHWAY IN LINN COUNTY

Salem, Oregon, July 2, 1973

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 900.00

Type Code 6201
Temporary Repair (MP 0.35 to MP 1.15)

Labor, S.F.	All Required		$ 900.00

EWO#7, Contract #7481

Labor	All Required		$ 961.00
Equipment	All Required		679.00
Material	All Required		928.00
			$ 3,468.00

Type Code 6201
Permanent Restoration (Sta. 29+00 to Sta. 45+00)(Sta. 72+00)

Temporary Protection and Direction of Traffic	All Required		$ 3,000.00
Surface Preparation	4,500 sq.yd.	1.00	4,500.00
*Class "C" Asphalt Concrete Mixture	313 ton	12.00	3,756.00
*Asphalt Cement in Mixture	20 ton	45.00	900.00
*Concrete Surfacing	848 cu.yd.	38.00	32,224.00
Granular Backfill	95 cu.yd.	7.00	665.00
*Welded Wire Fabric	40,350 sq.ft.	0.16	6,456.00
Dowels	330 only	2.00	660.00
4-inch Drain Tile	120 lin.ft.	1.00	120.00
			$52,281.00
Flagging (60% of Contractor's Cost)	All Required		600.00
	Subtotal		$52,881.00
	Engineering		4,719.00
	Total		$57,600.00

*Changes in quantities.

Length of Project - - - - - 0.80 mile
Cost of Roadway Per Mile- - $72,000.00

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds
Preliminary Engineering	$ 900.00	$ 900.00
Temporary Repair	3,468.00	3,468.00
Permanent Restoration	57,600.00	57,600.00
Total	$61,968.00	$61,968.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7865

Prefix: 122-1048

Prefix: PE 138-1457

Prefix: Temp. 122-1036
122-4461-145C

7865

STATE COPY

5

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
3-10-1		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
5	2-26-73	Linn
		PROJECT NO. ER-278(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 34 .3 mi. E. Corvallis to E. .8 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	1-11-72	
RIGHTS-OF-WAY		
CONSTRUCTION Temp. / Perm.	1-11-72 / 1-3-73	0.8
OTHER (Specify)		

FUNDS Pro-rata 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 58,770	$ 58,770

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. L. Bunty
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for G. L. Green (Division Engineer)

Date executed by Division Engineer 2-26-73

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. ER-278(1)

WILLAMETTE RIVER-ORLEANS SECTION

CORVALLIS-LEBANON HIGHWAY IN LINN COUNTY

Salem, Oregon, February 7, 1973

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required	$ 900.00

Type Code 6201
Temporary Repair (MP 0.35 to MP 1.15)

Labor S.F.	All Required	$ 900.00

EWO #7, Contract #7481

Labor	All Required	$ 961.00
Equipment	All Required	679.00
Material	All Required	928.00
		$ 3,468.00

Type Code 6201
Permanent Restoration (Sta. 29+00 to Sta. 45+00)(Sta. 72+00)

Temporary Protection and Direction of Traffic	All Required		$ 3,000.00
Surface Preparation	4,500 sq.yd.	1.00	4,500.00
Class "C" Asphalt Concrete Mixture	500 ton	12.00	6,000.00
Asphalt Cement in Mixture	34 ton	45.00	1,530.00
Concrete Surfacing	550 cu.yd.	38.00	20,900.00
Granular Backfill	95 cu.yd.	7.00	665.00
Welded Wire Fabric	46,000 sq.ft.	0.16	7,360.00
Dowels	330 only	1.00	660.00
4-inch Drain Tile	120 lin.ft.	1.00	120.00
			$44,735.00
Flagging (60% of Contractor's Cost)	All Required		600.00
	Subtotal		$45,335.00
	20% Engr. & Cont.		9,067.00
	Total		$54,402.00

Length of Project - - - 0.80 Mile
Cost of Roadway Per Mi. $68,002.50

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds
Preliminary Engineering	$ 900.00	$ 900.00
Temporary Repair	3,468.00	3,468.00
Permanent Restoration	54,402.00	54,402.00
Totals	$58,770.00	$58,770.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7865

Prefix: 122-1048

Prefix PE - 138-1457
Prefix Temp. - 122-1036

Prefix Temp. - 122-4461-145C

7865

July 6, 1973

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen

On July 5, 1973, we wrote to you concerning release of final payment on Contract No. 7865 awarded to Corvallis Sand and Gravel Company and McNeeby and Aubry, Inc., for slope protection on the Willamette River-Orleans Section of the Corvallis-Lebanon Highway in Linn County.

Final payment on this contract is $2,624.06 and the total contract amount is $52,305.81 including $48.44 for work performed under force account.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

bc

cc Corvallis Sand and Gravel Company
and McNeeby and Aubry, Inc.
P. O. Box 987
Corvallis, Oregon 97330

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Enock
C. O. Fredrickson

7865

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: WILLAMETTE RIVER-ORLEANS		WEEK ENDING: June 2, 1973
		SECTION PREFIX: 122-1048
HIGHWAY: Corvallis-Lebanon		COUNTY: Linn
NAME OF JOB: Willamette River-Orleans	KIND OF WORK: Slope Protection	
CONTRACTOR: ~~Corvallis Sand & Gravel~~ and McNeeby & Aubry, Inc.	CONTRACT NUMBER: 7865	FEDERAL AID PROJECT NUMBER: ER-278(1)
DATE OF CONTRACT: January 31, 1973	DATE WORK STARTED: February 27, 1973	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 120	CALENDAR DAYS USED: 94
PROJECT AUTHORIZATION: $51,908.58	SPECIFIED COMPLETION DATE: June 12, 1973	PERCENT OF TIME ELAPSED: 78
EXCLUSIVE OF ENGINEERING: $47,375.08	ENGINEERING AUTHORIZATION: $ 4,533.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $52,292.98	ENGINEERING COST TO DATE: $ 4,315.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 9 %	PERCENT OF AUTHORIZATION: 95 %	DATE PROJECT WAS COMPLETED:

SEMIFINAL ESTIMATE DATA SUBMITTED TO REGIONAL OFFICE Tuesday, May 29, 1973 - FINAL REPORT

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	~~SURFACING~~ PAVE	MAT'L. PROD.		
		100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.31	0.31			0.31
MILES PARTIALLY COMPLETED	0.31	0.31			0.31
MILES COMPLETED	0.31	0.31			0.31
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4500 sqyd	550 cuyd			500 ton
TOTAL QUANTITIES CORRECTED TO DATE	4770 sqyd	850 cuyd			314 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4770 sqyd	850 cuyd			314 ton
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy			
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Ptly Cloudy			
SATURDAY	Cloudy (est.)			

K
Kearny — Penso E
Bond
Jackmond — Glenn
Hardt — Berg
Johnson
Walker

RECEIVED
JUN 4 1973
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity on project
MONDAY	No activity on project
TUESDAY	No activity on project
WEDNESDAY	No activity on project
THURSDAY	No activity on project
FRIDAY	No activity on project
SATURDAY	Noactivity. (Week ending June 2, 1973)

REMARKS

Semifinal estimate data submitted to Regional Office Tuesday, May 29, 1973.

FINAL REPORT

SIGNED Richard E. Nelson LOCATION Corvallis

Richard E. Nelson, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F210

7865

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 24, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM ORIGINAL SIGNED BY L. H. YOUNG
L. H. Young, Office Engineer

Federal-aid Project No. ER-278(1)

SUBJECT Request Contract Acceptance

RECEIVED
STATE HWY ENGR
MAY 29 1973
REFER TO Coulter
FOR

Contract 7865, Work Completed May 17, 1973

Project Willamette River-Orleans

Highway Corvallis-Lebanon

County Linn

Orig. 5-29-73 cyaj

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date May 23, 1973

Conditions not acceptable: None

NOTED
H.S.COULTER
5-29-73
cy Contr

D. K. Hanover
for Glen L. Green
Division Engineer

cc: F. B. Klaboe
L. H. Young
V. Gallagher

STATE COPY

7805

FORM PR-33B (REV: 9-68)

OSHD (Coulter)
Region
Wash DC

5-23-73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropriate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Linn	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
5/23/73	P. V. Riedl, Area Engineer	EB-278(1)

IN COMPANY WITH
See below

QUALITY OF WORK *	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	78 %	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN.

(*Not applicable for all Contacts.)

WILLAMETTE RIVER-ORIKANS
CORVALLIS-LEBANON HIGHWAY
Slope Protection

A final inspection was made on 5/23/73 with the following in attendance:

Richard Nelson, Resident Engineer OSHD
C. Fredricksen, Regional Engineer OSHD
Paul Riedl, Area Engineer, FHWA

The project work was completed on May 17, 1973.

The contractor used 94 of the 120 calendar days to complete the project.

The materials incorporated into the project are in substantial conformance with the specifications.

The final report will be submitted upon receipt of the necessary supporting documents.

RECEIVED
STATE HWY ENGR
JUN 13 '73
REFER TO
FOR

6-14-73
cs Keaney
cs Young

RECEIVED
JUN 14 1973
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

REPLACES PR 33A 9-65, WHICH WILL NOT BE USED.

OREGON STATE
HIGHWAY DIVISION

7865

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 12, 1973

Corvallis Sand and Gravel Company
and McNeely and Aubry, Inc.
P. O. Box 967
Corvallis, Oregon 97330

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7865 for slope protection on the Willamette River-Orleans Section of the Corvallis-Lebanon Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Ins. Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Ins. Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
C. O. Fredrickson
Richrd Nelson

7865

January 31, 1973

Corvallis Sand and Gravel Co.
and McKeeby and Aubry, Inc.
P.O. Box 967
Corvallis, Oregon 97330

Gentlemen:

The State Highway Commission today accepted your proposal for slope protection on the Willamette River-Orleans Section of the Corvallis-Lebanon Highway in Linn County for the sum of $44,735 and referred it to the Administrator of Highways with authority to award the contract to you as soon as approval of the Federal Highway Administration is received.

Approval was received and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7865. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin February 13, 1973.

Very truly yours,

G. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn. & Portland

C. T. Keasey
L. H. Young Attn: Vince Gallagher
Walt Hart
J. B. Boyd
Richard Nelson Wm. Geibel (SAIF)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7865

Salem

DATE January 26, 1973

TO Memo to the File

FROM R. D. Asburry
Assistant Office Engineer

SUBJECT Willamette River-Orleans Section
Slope Protection
Corvallis-Lebanon Highway
Linn County

The proposal as submitted on the subject project by Corvallis Sand & Gravel Co. and McNesby & Aubry - A Joint Venture, has been reviewed and referred to the Legal Section, as one party of the joint venture, McNesby & Aubry, is not prequalified. Their name was not on the application for a bid proposal; only the name of Corvallis Sand & Gravel Co. appearing on it.

It is the decision of the Legal Section that this bid should be accepted, as the venture is in the nature of a partnership and the one partner, Corvallis Sand & Gravel Co., has suffucient prequalification to cover the entire project; and as a partner, they can be held accountable for the entire project.

We, therefore, recommend acceptance of this bid.

RDA:dg

cc A. E. Johnson
L. Lindas
Cecil Head
V. L. Gallagher

RECEIVED
JAN 23 1973
FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-18-73

FEDERAL AID PROJECT NO. ER-278(1)

STATE PROJECT NO. WILLAMETTE RIVER - ORLEANS SECTION

FROM: G. L. GREEN, DIVISION ENGINEER, SALEM, OREGON

PROGRAM NO.

ITEM NO. ER-36

COUNTY NAME: LINN

PROGRAM STAGE (Check) [ ] 1. [X] 2.

RECEIVED
STATE HWY ENGR
JAN 19 '73
REFER TO
FOR
Info | Sales | R/D | Dsgn | Proj | Spec | Utils

TO: 7865

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

Jr Young 1-22-73

NOTED
A. E. JOHNSON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
JANUARY 3, 1973	JANUARY 3, 1973	FEDERAL AID SECONDARY ROUTE #216 CORVALLIS-LEBANON HIGHWAY ROUTE #210

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $600.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) CONTRACTOR'S FLAGGING $600.00
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S DECEMBER 29, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

THE OREGON 1973 SPECIFICATIONS FOR ASPHALT MATERIAL IS APPROVED FOR USE ON THIS PROJECT.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-18-73	for Simon H. Cook	for DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

10-3-13

Budget Bureau No. 41-R2068; Approval Expires February 1st, 19[illegible]

FORM PR-9 (REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces)			FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
SR 34 0.3 mi. E. Corvallis to E. 0.8 mi.	ADT	8,800	16,700	92	10	Oregon	35	098	36

DESCRIPTION OF WORK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY: PH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER-AGR. NO.	I PROJECTS ONLY: POST MI.	DESIG.
rm. Flood Repair						72-1		ER-	278(1)		

FUNDS	COUNTY NAME	CODE
Emergency Relief	Linn	043

F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE	U.S.
Secondary	S	216	210	

WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
·46	33	Stage 2 ITEM AS NOW PROGRAMED			SR 34 0.3 mi. E. Corvallis to E. 0.8 mi.	0.8	800	800		P.E. all phases. Temp. restoration consisting of base & shoulder rock & A.C. pavement.
W NST		Stage 2 Temp.	36	ER-278(1)	"Willamette River-Orleans Section"	0.8	3,468	3,468		
					PROJECT TOTAL	0.8	4,268	4,268		
W NST		Stage 2 REQUESTED REVISION Stage 2 Temp. Stage 2 Perm.	36	ER-278(1)	(Same as above)	0.8 0.8 0.8	800 3,468 61,905	800 3,468 61,905		P.E. all phases. Temp. & perm. restoration consisting of base & shoulder rock, A.C. pave. & construction of Class "A" conc. apron & cutoff wall.
					PROJECT TOTAL	0.8	66,173	66,173		

s been submitted Yes ☐ CODE 11 — PROJECT WITHDRAWN YES ☐ CODE 2

o two or more projects. Prepare a form PR-1 for all g from such action.

REASON FOR CHANGE: To add to "Character of Proposed Work" the permanent restoration which was deferred by FHWA action pending further justification, by the State, of the proposed work. Also to increase project cost to reflect the additional work. (over)

	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
	DATE: November 22, 1972	DATE: NOV 29 1972	DATE: DEC 11 1972
	SIGNATURE: R H Young	SIGNATURE: C R Burglund	SIGNATURE: D. W. [illegible] Supervisor. Office of Engineering
	TITLE: Programing Engineer	TITLE: Engineering Coordinator	TITLE: BY: James J. Crowley, Chief Federal-Aid Division

om one class of project to another, or covers joint financing, show both classes of funds involved.

ORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 44513-P61

Budget Bureau No. 41-R2068; Appr

U.S. DEPT. OF TRANSPORTATION
BUREAU OF PUBLIC ROADS

MONTHLY TRANSACTION NO. 098-10-3-13

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 6-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD	REPORT NUMBER (18)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–65			FUTURE YEAR (66)–(70)	(71)–(73)	REGION (74)–(75)	STATE NAME
2		SR 34 0.3 mi. E. Corvallis to E. 0.8 mi.	ADT	8,800	16,700	92	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 spaces) 28–62	NATL. FOREST (63)–(65)	FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER	
			FH ROUTE NO (66)–(68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72–73	PL AUTH YR 74–75	PREFIX LETTER(S) 14–23	NUMBER-AGR. NO. 7
3	P.E. Temp. & Perm. Flood Repair						72-1		ER-	278(1)

CARD	CLASS OF FEDERAL FUNDS [1]	COUNTY NAME
	Emergency Relief	Linn

NAME OF URBAN AREA 17-31	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE (32)
	Secondary	S	216	210

CARD 5	LINE NO. (34)–(35)	CHNG CODE 36	PROJECT COUNT 41	WORK CL 42	WORK TYPE 43–46	STEP 53	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54)–(59)	PROJECT COST TOTAL COST (60)–(66)	PROJECT COST FEDERAL FUNDS (67)–(75)	PROJECT COST STATE FUNDS	C P
1							Stage 2			SR 34 0.3 mi. E. Corvallis to E. 0.8 mi.	0.8	800	800		P.E. all p
5					PE		ITEM AS NOW PROGRAMED								
					ROW			36	ER-278(1)	"Willamette River-Orleans Section"	0.8	3,468	3,468		restoratio of base & & A.C. pa
					CONST		Stage 2	Temp.							
										PROJECT TOTAL	0.8	4,268	4,268		
					PE		Stage 2				0.8	800	800		P.E. all
					ROW		RE-QUESTED REVISION	36	ER-278(1)	(Same as above)					perm. rest ing of bas rock, A.C. struction
5					CONST		Stage 2	Temp.			0.8	3,468	3,468		
							Stage 2	Perm.			0.8	61,905 (16) (23)	(24) 61,905 (33)		conc. apr
										PROJECT TOTAL	0.8	66,173	66,173		

CARD			
1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐	
1	COLUMN 14 ⟶	CODE 11	CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE: To add to "Character of Proposed Work" the permanent restoration deferred by FHWA action pending further justification, by the State, of the propo Also to increase project cost to reflect the additional work.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVE
September 7, 1972	DATE November 22, 1972	DATE NOV 29 1972	DATE DEC 11 197
OTHER:	SIGNATURE R H Young	SIGNATURE C R Bringhurst	SIGNATURE D.W. Office o
	Programing Engineer	TITLE Engineering Coordinator	TITLE BY: James J. Federal-A

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

HYDRAULICS REPORT
WILLAMETTE RIVER-ORLEANS SECTION
CORVALLIS-LEBANON HIGHWAY
LINN COUNTY

On the 21st of January, 1970, flood waters from the Willamette River inundated the overflow sections of Highway 34 between Station 29 and Station 45 and at 71+50. Flood waters crossed centerline at approximately 2:30 a.m. on the 22nd and reached a depth of 1.8 feet in the following eight-hour period. It wasn't until noon on the 23rd that the water finally receded to centerline elevation.

After the water had further receded, Howard Johnson, District Engineer for the Oregon State Highway Division at Corvallis, observed a sheet of water running from beneath the paved asphalt shoulder and down the now-exposed gravel slope of the roadway. This was coming from a sheet of water passing over the travel lanes and down into a separated construction joint between the main lanes and the paved shoulder. The travel lanes had about four inches of asphaltic concrete while the shoulders had only about two inches. The paved slope which attached to the paved shoulder continued into the ditch line and up the back slope where large rocks were imbedded into the asphalt to act as energy dissipators. The transition between the paved shoulder and paved slope was smooth without an abrupt slope change, so there should not have been a zone of low pressure created at this joint.

It is believed that the failure of the paved slope protection was due to hydrostatic uplift pressure experienced beneath the asphalt as well as any pressure differentials which might have occurred over the wide expanse of "limber" slope protection. Pictures taken on the

afternoon of the 23rd indicate that gravels in the embankment were washed out from beneath the asphalt of the paved slope into the ditch line, causing the asphalt to collapse into the resulting void. It did not appear that the slope pavement at the shoulder line was torn loose and/or overturned. Rather, as the pictures indicate, large sheets of the slope paving were floated out after they had detached from the shoulder following failure of the embankment gravels.

The proposed design was suggested for several reasons. First, the weight of the concrete slab would add to its stability; second, the concrete and wire construction would produce rigid structure in lieu of the flexibile asphalt paving; third, the extra depth of concrete at the shoulder line would further stabilize the slab at the point most susceptible to an overturning movement; and fourth, the cutoff wall at the lower end would help prevent, or definitely limit, flow of water beneath the slab so that the supporting embankment would not be washed out as before.

Overflow from the river is not an uncommon occurrence in this area. Water as deep as four feet has been experienced and it would seem logical that whatever treatment is used should be of a permanent nature.

Attached is a copy of the initial review of the project.

Richard L. Lenz
Hydraulics Engineer

Attachment

RLL:mc

Picture taken by John Schultz
Federal Highway Administration
about Feb. 1, 1972
Station 36+ looking easterly

Picture taken by S.H. Macnab
Ore. State Highway Division
January 23, 1972
Station 33+50 looking easterly

Note the smooth joint between the shoulder and slope pavement; also, the "caved-in" effect of the slope pavement adjacent to and to the rear of the highway truck. The turbulent effect on the water surface is at the outlet of the parallel culverts.

FORM S-30 (REV. 10-65)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

July 24, 1972

To: F I L E

SUBJECT: ER Storm Damage
Willamette River-Orleans Section
Corvallis-Lebanon Highway
M.P. 0.35-1.15

At the request of George Wills, Field Locating Engineer, the Hydraulics Unit reviewed field proposals to correct flood damage to the paved shoulders of the subject section resulting from the highwater of January 23, 1972. We concur in general with the proposal as submitted; however, two modifications will be suggested in this report.

Embankment material in this overflow section consists of river-run gravels which under normal conditions would allow free drainage through the fill. Inspection of Darcy's Equation for flow through a porous media ($Q=KiA$) shows that the amount of seepage "Q" is directly proportional to the hydraulic gradient "i" which is defined as being h/L where "h" is the difference in water elevation between upstream and downstream sides of the embankment while the value of "L" would be the average distance across the embankment.

By rewriting Darcy's Equation to read $Q=K\frac{h}{L}A$, it can be seen that the amount of flow is inversely proportional to the length of the flow path "L". In the case of free flow through a porous embankment such as depicted in the sketch, a cutoff wall passing below the line labled "Seepage Limit" would reduce the seepage "Q" by increasing the value of "L" which in turn decreases the hydraulic gradient. Use of a cutoff wall will not prevent seepage in such a case but only help to reduce the amount of seepage.

In the subject design, the downstream side of the embankment will be completely covered with concrete, thus greatly reducing seepage between the upstream and downstream sides. Under this condition water would fill the voids in the embankment behind the concrete slab (similar to ponding of water behind a dam), producing a static head equal to the height of the embankment. Installation of a cutoff wall at the construction joint between the asphalt shoulder and concrete slab would not affect uplift forces on the slab since there is no appreciable flow through the embankment. It is suggested for this reason that the proposed cutoff wall at the roadway shoulder be replaced by a concrete wedge as shown on the attached sheet. The weight of the concrete wedge should prevent uplifting of the slab at the construction joint during

GPO 886975-734

periods when water is flowing across the roadway. It should be noted that the cutoff wall at the toe of the embankment is in the most effective location since it increases the seepage path "L" by about five feet.

As stated earlier, a static pressure under the concrete slab will develop with the highest pressure occurring near the toe of the slab. It is suggested that the static uplift forces be relieved by the installation of 4-inch diameter weep holes on 15-foot centers together with a granular toe drain along the embankment. The toe drain should be built of clean 3"-1½" material. See the attached sketch for the suggested design.

These modifications were reviewed in principle with Mr. Howard Johnson, District Maintenance Engineer, and met with his tentative approval. He felt that the toe drain and weep holes should also be included in the design at Station 71+50.

Richard L. Lenz
Hydraulic Engineer

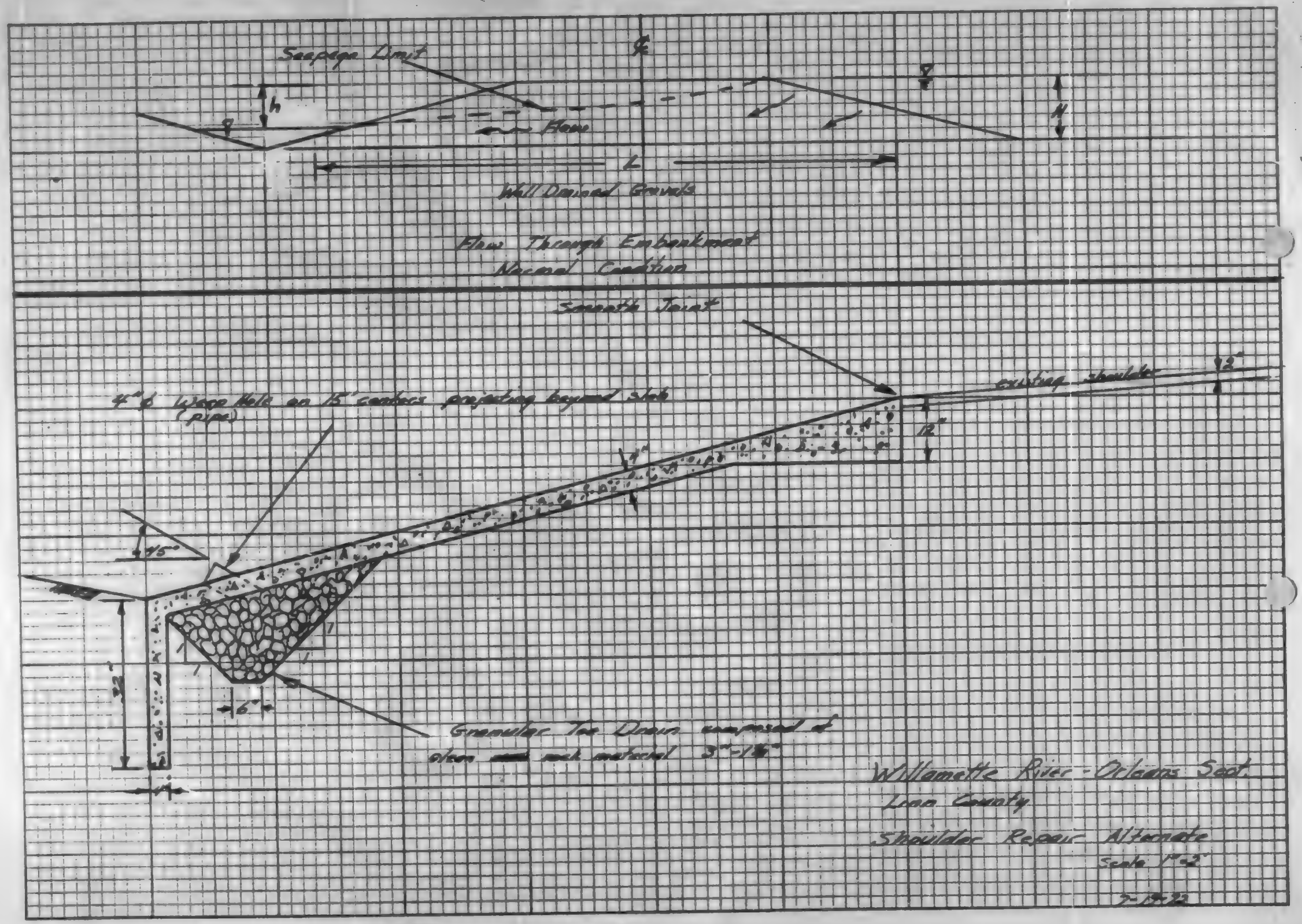
By Stephen H. Macnab
Stephen H. Macnab
Hydrologic Engineer

SHM:mc

Attachment

cc Victor D. Wolfe
F. L. Hall
Jerry Wimer
George Wills

K·Σ 10 X 10 TO THE INCH 46 0780
7 X 10 INCHES MADE IN U.S.A.
KEUFFEL & ESSER CO.



Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

August 10, 1972

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 34 .3 mi. E. Corvallis to E. .8 mi.	ADT	8,800	16,700	92	10	Oregon	35	098	36

PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
Perm. Flood Repair						72-I		ER-	278	(1)		

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Emergency Relief	Linn	043	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	216	210	

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE Stage 2		SR 34 .3 mi. E. Corvallis to E. .8 mi. (Willamette River-Orleans Section)	0.8	800	800			P.E. all phases temp. & perm. restoration consisting of base & shoulder rock, A.C. pave & construction of Class "A" concrete apron & cutoff wall.
ROW								
CONST (CODE) Temp. & Perm. Stage 2			0.8	72,468	72,468			(Work by State Forces extra work order and advertised contract)
BY		PROJECT TOTALS	0.8	73,268	73,268			

APPROVAL DATES:

REMARKS

Restoration is necessary because of the damage caused by unusually heavy rainfall and resulting excessive runoff during the period January 11 to 23, 1972.

-over-

USCOMM-DUSCOMM-DC 49908-P61

Budget Bureau No. 41-R1

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

August 10, 1972

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 66		ADT	PRESENT	FUTURE (69)(70)	YEAR (71)(72)	REGION	STATE NAME			
	1	SR 34 .3 mi. E. Corvallis to E. .8 mi.			8,800	16,700	92	10	Oregon			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 20 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(76)	PROJECT NUMBER PREFIX LETTER(S) 14 23		NUMBER 27	
	P.E. Temp. & Perm. Flood Repair						72-1		ER-		278	
CARD 4	CLASS OF FEDERAL FUNDS						COUNTY NAME					
	Emergency Relief						Linn					
	NAME OF URBAN AREA 17-31						ROUTE NO. S	FEDERAL-AID 216 (32)	STATE 210 (36)(37)		U.S.	

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(78)	STATE FUNDS	OTHER FUNDS
5					PE Stage 2		SR 34 .3 mi. E. Corvallis to E. .8 mi. (Willamette River-Orleans Section)	0.8	800	800		
5					ROW							
5					CONST (CODE) Temp. & Perm. Stage 2			0.8	72,468	72,468		
								0.8	73,268	73,268		

(16) (23)(24) (33)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

REMARKS

Restoration is necessa
caused by unusually heavy rain
excessive runoff during the pe
1972.

Existing Facility: 4 - 12' lanes A.C. pavement with 4' median and 10' shoulders.

Project Data: This project resulted from abnormally heavy rainfall with accompanying flooding of the Willamette River which overflowed the highway and undermined portions of A.C. pavement, washed out base rock, shoulder material and asphalt concrete slope protection. As a result of the damage sustained, traffic was confined to one lane westbound on this four lane facility until temporary repairs were completed.

Temporary repair work necessary to restore traffic consisted of placing temporary barricades, replacing base and shoulder rock and patching asphaltic concrete pavement. This work was performed by State forces and by contractor's forces under extra work order No. 7 on contract 7481. The estimated cost of the temporary repair is as follows:

State Forces	- Labor - - - - - - - -	$ 900
EWO #7 Contract 7481	- Labor - - - - - - - -	961
	Equipment - - - - - -	679
	Material- - - - - - -	928
	Total	$3,468

Permanent restoration consists of the construction of a reinforced concrete slab and cutoff wall left of station 29+00 to station 45+00, reconstruct the road approach right of station 35+68 and construct concrete overflow apron and cutoff wall left of station 71+50. The permanent repairs will be accomplished by regular advertised contract at an estimated cost of $69,000 and consists of the following major items or quantities of work:

Temporary Protection and Direction of Traffic	All Required
Surface Preparation	4,500 sq.yd.
Class 'C' Asphalt Concrete Mixture	500 ton
Asphalt Cement in Mixture	34 ton
Concrete Surfacing	550 cu.yd.
Granular Backfill	95 cu.yd.
Welded Wire Fabric	46,000 sq.ft.
Dowels	330 only
4-inch Drain Tile	120 lin.ft.

Public Hearing: Not required under paragraph 3C of PPM 20-8.

Clearinghouse Review: Not required under State Clearinghouse working agreement dated February 19, 1971.

7866 Woodburn Int.-Hayesville Int. 1973
Sec. of the Pacific Highway
(Grad.,pav.,struct.,sign.,illum.) #7

August 11, 1980

Gordon H. Ball, Inc.
Box 278
Danville, CA 94526

COM 5
Contracts #7866
#7960
#7660

Attention: Douglas D. Baker, Sr.
Vice President/Marketing

Gentlemen:

In response to your letter of July 31, we are providing on the attached sheet the requested information concerning three Highway Division contracts awarded to you.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

RWC:dmc
Attachment

Notary Public

Residing in Salem, Oregon, Marion County
Commission Expires:_____

Highway Division Contracts Awarded to Gordon H. Ball

Contract No. and Project	Award Date	Period for Construction	Contract Amount	Completed	Accepted by State	Final Contract Amount
#7866 Woodburn Interchange-Hayesville Interchange, Pacific Highway, Marion County Grade, pave, structures, signing & illumination	3-16-73	9-30-73 10-15-74 9-15-75	$20,340,000.00	9-8-76	3-17-77	$22,446,429.29
#7960 Hogan Road-Boring Section, FAS 129, Clackamas County Grade and pave	10-26-73	475 calendar workdays beginning 11-7-73	$1,107,247.50	3-6-75	6-13-75	$1,116,524.80
#7660 S.E. Causey Ave.-Gladstone Interchange, East Portland Freeway Clackamas County Grade, pave, structures, signing, illumination & signals	11-4-71	730 calendar workdays beginning 11-19-71	$9,421,581.47	2-28-75	4-16-76	$9,499,218.52

Gordon H. Ball, Inc.

July 31, 1980

State of Oregon
Department of Transportation
Highway Division, 121 Trans. Bldg.
Salem, OR 97310

Gentlemen:

We regularly submit the construction experience history of Gordon H. Ball, Inc. as a part of information required to prequalify for prospective work which we want to bid. It is a common requirement that we submit letters of certification from owners for whom we have performed work.

The first of these two letters is to state that the Gordon H. Ball, Inc. has been awarded said project, the date on which the award was made, period for construction, the original contract amount and the estimated major quantities.

The second of these letters is to state that Gordon H. Ball, Inc. has completed said project satisfactorily and that the owner has accepted the work as completed. This letter should also state the completion date, final contract amount and final major quantities. Both of these letters should be notarized, if at all possible.

The following are the projects we require letters of certification for work we performed for the State of Oregon Highway Division:

Salem-Woodburn Highway - Contract 7866
Completed in 1976
Highway at Boring - Clackamas County
Contract 7960 - Completed in 1975

Gladstone II Highway - Contract 7660
Completed in 1974

From Plans Handle

To facilitate your search for the above information, we are attaching copies of our Project Reports which we make out at time of award of project.

Your help in securing letters, as described above, will be greatly appreciated. If we can be of any assistance, please advise.

Very truly yours,

Douglas D. Baker

Douglas D. Baker, Sr.
Vice President, Marketing

DDB:vmj - Encls.

A DILLINGHAM COMPANY
BOX 278 DANVILLE CALIFORNIA 94526 TELEPHONE (415) 837-3000

RECEIVED
AUG 4 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

GORDON H. BALL, INC.

1976

PROJECT REPORT

JOB NO. 513

Date of Bid March 8, 1973 Date of Subcontract (if any) N/A

Date of Award March 16, 1973

Job Name Salem-Woodburn

Contract No. 7866 Location Marion County, Oregon Woodburn Intchg.-Hayesville Intchg.

Owner or Contracting Agency Oregon State Highway Dept.

Architects or Engineers N/A

Financing Agency N/A

Job Description Grading, Paving, Structures, Signing and Illumination

Full Legal Name of Prime Contractor Gordon H. Ball, Inc.

Sponsor (if J.V.) N/A

Total Value of Contract $ 20,340,000.00 2nd Bidder (Name & Amount) Drake-Spencer $21,252,555.00

Approximate Schedule of Work - From March, 19 73 to Sept 15, 19 75

Completed 1976 — Comp. amt. $22,545,000

GORDON H. BALL, INC.

PROJECT REPORT

Job No.: 513

Category: _____

Project: SALEM - WOODBURN

Corporate group: _____

TECHNICAL DATA

Building Construction		Heavy Construction		Marine Construction and Dredging	
Excavation	_____ c.y.	Rock Excav.	-0- c.y.	Rock Dredging	_____ c.y.
Fill	_____ c.y.	Earth Excav.	252,800 c.y.		
Piles	_____ L.F.	Borrow	1,326,000 c.y.	Mud Dredging	_____ c.y.
Reinf. Steel	_____ tons	Controlled Blasting	-0- c.y.	Sheet Piles	_____ tons
Concrete:		Reinf. Steel	4,518,300 LBS	Piles	_____ ø _____ L.F.
Poured in place	_____ c.y.				
Precast	_____ c.y.	Concrete	23,472 c.y.	Piles	_____ ø _____ L.F.
Curtain Wall	_____ c.y.	Clearing	_____ Ac.	Caissons	_____ ø _____ Ea.
Elevators	_____ c.y.	Trenching	22,300 CY	Fill	_____ tons
Others:		Backfill	_____ c.y.	Reinf. Steel	_____ tons
		Pipeline	8"-60" ø 41,500 L.F.	Concrete	_____ c.y.
		Pipeline	_____ ø _____ L.F.	Land Reclaimed	_____ S.F.
		Others:		Others:	
		Base Rock 523,000 T			
		Lime Treat 195,000 SY			
		AC 322,300 T			
		PCC 124,000 CY			
		Piling 116,700 LF			
		Structural Steel 3,257,000LBs Post Tensioning Steel 535,200LBS			

#7866

L.

DEPARTMENT OF JUSTICE

TRIAL DIVISION
106 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

June 23, 1980

V. E. Skoog
Highway Controller
Oregon Department of Transportation
434 Transportation Building
Salem, OR 97310

NOTED
H. S. COULTER

Re: Gordon H. Ball, Inc. v. State (DOT)
Marion Co. No. 102-183 (L-7505)

Dear Mr. Skoog:

I enclose herewith a check from Gordon H. Ball, Inc. to the Oregon State Department of Justice, which I have had endorsed to the order of the State Department of Transportation. The State won the above case in the trial court by summary judgment. That judgment was affirmed in the Oregon Court of Appeals. As you will recall, this was the "petroleum escalation case."

The check covers our allowable court costs for the defense of the trial court action and for the defense in the Court of Appeals. With the recovery of these costs, the litigation is complete.

Sincerely,

Leslie B. Hampton
Assistant Chief Trial Counsel

jd
encl.
cc: H. S. Coulter
O. I. Crawley

RECEIVED
STATE HWY ENGR
JUN 25 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

#7866

From the desk of:
H. Scott Coulter

4/25/80

Mr. Tom Walsh, Vice Chairman
Oregon Transportation Commission
c/o Walsh Construction Company
3015 S. W. First
Portland, OR 97201

NOTED
H. S. COULTER

Dear Tom:

I thought you might be interested in this.

Scott Coulter
State Highway Engineer

Att. 10

JAMES A. REDDEN
ATTORNEY GENERAL

NOTED
H. S. COULTER

DEPARTMENT OF JUSTICE

TRIAL DIVISION
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

April 23, 1980

RECEIVED
STATE HWY ENG
APR 25 '80
REFER TO
FOR
Info | Invest | R/D | D/C | Sign | Act | File

H. S. Coulter
Highway Engineer
129 Transportation Building
Salem, OR 97310

Re: Gordon H. Ball, Inc. v. State of Oregon
Marion County No. 102183 (L-7505)

Dear Mr. Coulter:

As you know, this is a "petroleum escalation" case, plaintiff Gordon Ball, Inc. in its declaratory judgment action sought $200,000 and a declaration that the Transportation Commission acted arbitrarily in denying its claim for relief. An act of the legislature in the 1974 special session gave the Commission authority, at its option, to modify contracts where the cost of petroleum-based products increased more than ten percent from the award of the contract until completion. That statute has expired by its own terms.

The trial court granted the state's Motion for Summary Judgment. The Oregon Court of Appeals affirmed. Its opinion stated that the Commission was given a broad discretion under the statute and that it had adequate information on which to base its decision that denied plaintiff's claim. The court further held that the Commission had not acted arbitrarily in making its decision.

I'm pleased to advise you the Oregon Supreme Court denied Gordon Ball's Petition for Review. This will conclude this action and will also eliminate the possibility of legal action by three or four other contractors whose substantial claims were denied by the Commission. After the Judgment on the Mandate is prepared and forwarded to the trial court, we will close this file.

Sincerely,

Les Hampton

Leslie B. Hampton
Assistant Chief Trial Counsel

cc: James M. Brown
John McCulloch
C. T. Keasey
C. O. Fredrickson
John Bond

Scott -
I read the decision. It quotes, at length, the arbitrary and irrational arguments of one commissioner, but goes on to say that there was no proof that such "garbage" persuaded the other four at all. They, presumably, reached the same conclusion in more quiet and cultured ways!
TW

R- ----

Case No: 102-183

To be submitted to Commission: February 19, 1980

Name of Case: Gordon H. Ball v. State County: Marion

Cause of Action: Declaratory Judgment and damages ($200,000)

Type of Case: Contract

Date(s) of Action: December 24, 1979

Attorney for State: Leslie B. Hampton

Attorney for Defendant: Daniel Sheritt

Type of Action: Oregon Court of Appeals affirmed the trial case

Attorney Fees: none Court Costs: State recover

REMARKS: In this case the Gordon H. Ball Company argued that the Transportation Commission acted arbitrarily in refusing to allow its claim for the escalated costs of petroleum products during the performances of the Woodburn-Hayesville Construction Contract. The special session of the legislature in 1974 passed an act that allowed the commission, at its option, to renegotiate contracts where such escalated costs were encountered.

The trial court allowed the State's Motion for Summary Judgment and dismissed Gordon Ball's complaint. Gordon Ball appealed from the Summary Judgment.

By this action, the Court of Appeals affirmed the trial court's judgment. The State will recover its statutory costs.

RECEIVED
STATE HWY ENGR
JAN 8 '80
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cc: File
Jack L. Sollis
L. B. Hampton
~~Milnor Mead~~
~~Adele Egan~~
~~Federal Highway Adm.~~
Regional Engineer
~~Right of Way Supervisor (2)~~
State Highway Engineer

Leslie B Hampton
Trial Attorney

James L Sellers
Concurrence of Chief Legal Counsel in trial attorney's recommendation.

Date: 1-3-80

1#-7866 1-3-80 4

REPORT OF LEGAL ACTION OTHER THAN TRIAL OF CONDEMNATION

File: L- 7505

R- ----

Case No: 102-183

To be submitted to Commission: February 19, 1980

Name of Case: Gordon H. Ball v. State County: Marion

Cause of Action: Declaratory Judgment and damages ($200,000)

Type of Case: Contract

Date(s) of Action: December 24, 1979

Attorney for State: Leslie B. Hampton

Attorney for Defendant: Daniel Sheritt

Type of Action: Oregon Court of Appeals affirmed the trial case

Attorney Fees: none Court Costs: State recover

REMARKS: In this case the Gordon H. Ball Company argued that the Transportation Commission acted arbitrarily in refusing to allow its claim for the escalated costs of petroleum products during the performances of the Woodburn-Hayesville Construction Contract. The special session of the legislature in 1974 passed an act that allowed the commission, at its option, to renegotiate contracts where such escalated costs were encountered.

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cc: File
Jack L. Sollis
L. B. Hampton
~~Milner-Head~~
~~Adele Egan~~
~~Federal Highway Adm.~~
Regional Engineer
~~Right of Way Supervisor (2)~~
State Highway Engineer

Leslie B Hampton
Trial Attorney

Concurrence of Chief Legal Counsel in trial attorney's recommendation.

Date: 1-3-80

#7866

DATE: December 28, 1979

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Petroleum Escalation Case

I am enclosing a copy of a letter received from Les Hampton, Assistant Trial Counsel with the Department of Justice, concerning the Gordon H. Ball v. State case. The case involved the Commission's refusal to pay escalated costs of petroleum products under the provisions of the 1974 special act of the Legislature.

The Court of Appeals has upheld your position in this case.

HSC:la

Enc.

bc F. B. Klaboe
C. W. Head
J. L. Sollis
C. T. Keasey
C. O. Fredrickson
John Bond
George Bell

JAMES A. REDDEN
ATTORNEY GENERAL

NOTED
H. S. COULTER

DEPARTMENT OF JUSTICE
TRIAL DIVISION
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

December 26, 1979

Mr. H. S. Coulter
State Highway Engineer
140 State Transportation Building
Salem, Oregon 97310

Re: Gordon H. Ball, Inc. v. State
Case No. 102183 (L-7505) (Petroleum Escalation case)

Mr. Coulter:

I am very pleased to advise you that the Oregon Court of Appeals has affirmed the trial court in the above-mentioned case. As you know, Gordon Ball in this case claimed that the transportation commission arbitrarily in refusing to pay the escalated cost of petroleum products under the provisions of the 1974 special act of the legislature.

The Court of Appeals ruled that the broad discretion granted by the legislature, in the petroleum escalation act was properly exercised by the commission. The trial court granted the state's Motion for Summary Judgment. Gordon Ball may petition the Oregon Supreme Court for review of the Court of Appeals decision. There is very little if any chance that the Supreme Court would accept review.

Sincerely,

Les Hampton

Leslie B. Hampton
Assistant Trial Counsel

jw
cc: James A. Redden
Jack L. Sollis
C. T. Keasey
C. O. Fredrickson
John Bond

STATE HWY
DEC 27 '79
REFER TO
FOR
Info

#7866 12-24-79

NOTED
H. S. COULTER

IN THE COURT OF APPEALS OF THE STATE OF OREGON

Gordon H. Ball, Inc., a Nevada corporation,

Appellant,

v. No. 102183
CA 12435

The State of Oregon, by and through the Oregon State Highway Division and the Oregon State Department of Transportation,

Respondents.

RECEIVED
STATE HWY ENGR
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Info | Inves | R/D | D/R | Sign | Act | File

*****

Appeal from Circuit Court, Marion County.

Duane R. Ertsgaard, Judge.

Argued and submitted September 10, 1979.

Daniel H. Skerritt, Portland, argued the cause for appellant. With him on the briefs was Lindsay, Nahstoll, Hart, Neil & Weigler, Portland.

Leslie B. Hampton, Assistant Attorney General, Salem, argued the cause for respondents. With him on the brief were James A. Redden, Attorney General, and Walter L. Barrie, Solicitor General, Salem.

Before Joseph, Presiding Judge, and Lee and Richardson, Judges.

JOSEPH, P.J.

Affirmed.

FILED: 12/24/79

JOSEPH, P.J.

In March, 1973, plaintiff Ball contracted with the Oregon State Highway Division (Division) to widen and resurface parts of Interstate 5. During the term of the contract, the 1973 Arab oil boycott caused sharp increases in the price of petroleum. In special session, the Oregon Legislative Assembly enacted Oregon Laws 1974, chapter 32, which granted authority to state agencies to modify public contracts under certain circumstances to reflect increased costs of petroleum.

Ball filed a claim with the Division for renegotiation under chapter 32. The Oregon Transportation Commission (OTC) denied the claim. Thereafter, Ball filed this declaratory judgment action to set aside OTC's decision and to require the state to negotiate a modification of its contract. The state was granted a summary judgment. This appeal followed.

Ball claims that summary judgment was improperly granted because there remained three questions of fact: 1) whether OTC was the proper agency to determine Ball's claim under chapter 32; 2) whether OTC acted arbitrarily and abused its discretion in denying Ball's claim; and 3) whether the state engineer for the Division had negotiated a settlement with Ball prior to OTC's denial.

Oregon Laws 1974, chapter 32, provides:

"SECTION 1. Section 2 of this Act is added to and made a part of ORS 279.324 to 279.332.

"SECTION 2. (1) Whenever the actual cost to a contractor for procuring any petroleum product required in the performance of a public contract increases by more than 10 percent over the price of the product paid by the contractor on the date the contract was awarded, a state agency at its option may modify the provisions of the public contract to increase the contract price so that the petroleum product cost increase is apportioned between the contracting parties in such manner as they may agree.

"(2) As used in this section:

"(a) 'Contractor' means any person engaged in the performance of a public contract.

"(b) 'Petroleum product' means crude oil or any refined or unrefined derivative thereof.

"(c) 'State agency' means any elected or appointed officer, board, commission, department, institution, branch or other agency of the state government.

"(3) When the Legislative Assembly is not in session, a state agency that seeks to modify the contract provisions of a public contract under this section must obtain approval of the Emergency Board for the proposed modification if costs incurred as a result of negotiations concerning modification of contract price will necessitate additional budgetary appropriation for a state agency.

"(4) This section shall not apply to any public contract awarded after January 15, 1974.

"SECTION 3. This Act being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this Act takes effect on its passage."[1]

Ball's claim was initially filed with the resident engineer for the Division. He accumulated the data on the

various pending petroleum escalation claims and forwarded that data without recommendation to the regional engineer. It was then forwarded to the state highway engineer and referred to Mr. Bond, the Division's construction administration engineer. He prepared a memorandum tabulating four active petroleum escalation claims, including the Ball claim. Mr. Coulter, state highway engineer, reported to OTC on the outstanding petroleum escalation claims and recommended that each of the claimants receive a compromise payment equal to 50 percent of their claims.

OTC considered the claims at its February 15, 1977, meeting. The matter was deferred for one month. At their March 15 meeting the commissioners voted to disallow all of the petroleum escalation claims. Ball asked for reconsideration, and the Commission denied the request.

Ball asserts that the Division -- not OTC -- was the proper agency to renegotiate its contract because it was the initial contracting party. Ball points out that OTC was not in existence at the time of awarding the contract; it was created approximately three months after the date of the contract by Oregon Laws 1973, chapter 249. That legislation also established the Department of Transportation (DOT). ORS 184.615 (which reflects section 15 of the 1973 law) provides:

> "(1) The Department of Transportation is established.

"(2) The Department of Transportation shall consist of the Oregon Transportation Commission, the director and deputy director of the department and all personnel employed in the department. The department shall consist of the following administrative divisions:

"(a) Aeronautics Division.

"(b) Highway Division.

"(c) Motor Vehicles Division.

"(d) Public Transit Division.

"* * * * *."

Section 27 of chapter 249 specifically abolished the Division and transferred to DOT all duties, functions and powers formerly vested in the Division, which then became one of the four divisions of DOT.

OTC, as a part of DOT, has broad powers within the department. ORS 184.617. OTC's authority over the Division is provided for in ORS 366.105:

"(1) The commission shall determine and adopt the general policy relating to the administration of the Highway Division.

"(2) The commission has general supervision and control over all matters pertaining to the selection, establishment, location, construction, improvement, maintenance, operation and administration of state highways, the letting of contracts therefor, the selection of materials to be used therein and all other matters and things considered necessary or proper by the commission for the accomplishment of the purposes of this Act.

"* * * * *."

Section 88 of the 1973 law concerned the continuity of authority from the Division to DOT and OTC. It states:

> "Each agency to which the duties, functions and powers are by this Act assigned and transferred respectively, shall be considered and held to constitute a continuation of the former agency with respect to such powers, functions and duties, and not a new authority, for the purpose of succession to all rights, powers, duties and obligations of the former agency legally incurred under contracts, leases and business transactions, executed, entered into or commenced prior to the operative date of this Act. Each agency to which the duties, functions and powers are by this Act assigned and transferred, respectively, shall exercise such rights, powers, duties and obligations with the same force and effect as if they had not been transferred; but such right, power, duty or obligation shall not be continued beyond the period authorized by law for its existence or beyond the time when it would have terminated if this Act had not been passed."

DOT and OTC thereby were granted the powers, functions, and duties of the former Division. OTC, which has general supervisory powers over the department, was the proper agency to administer the new statute basis for contract modification.[2] See State v. McCrea, __ Or App ___, ___ P2d ___ (decided this day).

Ball's second claim is that OTC abused its discretion and acted arbitrarily in denying the petroleum escalation claims.[3] Senate Bill 1009, the source of Oregon Laws 1974, chapter 32, was amended in the Senate Judiciary Committee by inserting "at its option" before the words "may modify" in section 2(1). That

showed a clear legislative intent to provide for discretion.

OTC was informed of Mr. Bond's memo and his tabulation concerning the pros and cons of renegotiating the claims and was aware of the highway engineer's recommendation. It was also aware that there would not be severe economic consequences to Ball if the contract was not renegotiated. We have no basis in the facts presented on which to conclude that OTC's collective action in denying the claims was arbitrary.

Ball relies mainly on the remarks of Commissioner Walsh at the March 15 meeting to show OTC's arbitrariness in disallowing the claims. Those remarks were:

> "I see this kind of legislation and maybe my argument should have been back in 1974 with the Legislature rather than coming up at this point, I see this kind of legislation as really interfering with that kind of natural efficient process and it comes along and we say okay we got a good smooth working system here but we are going to tinker with one part of it. We don't think that the contractor should have to assume all kinds of risks and we will take on for us as a public owner certain of those risks. We will take on the risk of increased petro prices, we might take on the risk of increased steel prices, we won't take on the risk of increased cement prices and we will take on 40% of the increased cost of steel. Where do you stop? If you are going to take up some of them, I don't know where you stop."

While it may be that Commissioner Walsh did not agree with the legislation, and that attitude may very well have been a factor at least in his voting to disallow the fuel escalation claims, that would not warrant the conclusion that the Commission acted

arbitrarily. The legislative history of chapter 32 indicates that there were no statutory limitations placed on the Commission's discretion, and the record does not support plaintiff's generalized accusation of abuse of that discretion.

Ball's third claim is that Mr. Coulter, the state engineer, had made a binding compromise settlement of 50 percent prior to OTC's denial. The record is to the contrary. Mr. Coulter's deposition stands unrefuted that there was no settlement or settlement offer.

Summary judgment was properly granted. Ball's response to the motion did not disclose a material issue of fact. ORS 18.105(4). The only disagreement relates to the conclusions which should be drawn from the manner in which OTC acted in the matter of the escalation claims and the Division's activities prior to the OTC denial. Under such circumstances, it was proper for the case to be determined by a summary judgment for defendants.

Affirmed.

FOOTNOTES

1

The parties agree that Ball's contract qualifies under the act. It was awarded before January 15, the contract was for petroleum products as defined and performance of the contract involved increases of more than 10 percent over the price of petroleum products at the date of the contract.

2

Ball asserts that the state engineer in the Division was the "bargained for" officer under the contract and that another officer cannot be substituted in that position. For that proposition Ball relies on New York Shipbuilding Corp. v. U.S., 385 F2d 427 (Ct Cl 1967). That case is wholly dissimilar from the instant case. It involved a contract dispute. Ball's fuel escalation claim is based on a legislative enactment, not on the contract. The contract did not consider or anticipate modification of its terms. OTC by way of legislative reorganization became the body with overall supervision and control over highways and highway contracts and assumed by statute the contract rights and obligations of the Division.

3

There was no claim that this is an APA case. Ball makes no procedural claims.

4

Ball points out that a New York court, in construing that state's petroleum cost escalation statute, determined that that statute imposed a mandatory obligation to evaluate claims even though that statute used the word "may" rather than "shall." The court's holding was based on legislative intent:

> "**** While the statute does use the word 'may', it is clear that the Legislature intended to enact legislation mandatory in character if the contracting agency of the State, which is considering the adjustment application of the contractor, finds that the conditions precedent specified in the statutes have been met. ***"

John Grace Co. v. State University Construction Fund, 390 NYS2d 243, 245, 55 AD2d 299 (1976) rev'd on other grounds, 404 NYS2d 316, 44 NY2d 84, 37 SNE2d 377 (1978).

The legislative history of chapter 32 demonstrates that the Oregon Legislature intended that state agencies have the option to renegotiate or not.

The minutes of the Senate Judiciary Committee hearings on SB 1009 contain the following:

> "MR. KLABOE feels that if this bill passes and they do bring good documentation on escalations, he thinks they are bound to honor that documentation and to increase their price.
>
> "SENATOR HOYT stated that he did not read it that way.
>
> "* * * * *
>
> "MR. KLABOE explained that this legislation would be opening the door to all types of other products that are escalating.
>
> "* * * * *
>
> "SENATOR JOHN BURNS asked to make a statement for the record. When Mr. Klaboe testified on the bill, in response to questions by someone pointing out the fact that the language in the bill was 'permissive', he said that that notwithstanding, if the bill passed the Highway Department would be constrained to mandate this. To be compelled to feel that this mandated that these things be renegotiated. Perhaps he did not mean to say it in the record. The first thing that the Court looks to when there is an ambiguity is the minutes of the Committee to make an effort to find legislative intent. Senator Burns wished to give Mr. Klaboe an opportunity to correct that.
>
> "* * * * *
>
> "MR. KLABOE stated that if the bill passes, he thinks they are and have a duty to look at the contractors financial statement when he brings

it in.

"SENATOR JOHN BURNS agreed. But, he felt they were not under any obligation as a result of the passage of the bill to renegotiate.

"MR. KLABOE agreed."

In 1975, the Oregon Legislative Assembly amended Oregon Laws 1974, chapter 32, section 2, to require a state agency to modify public contracts under the qualifying circumstances. That legislation was vetoed by the Governor.

7966 12-10-79

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-5-5(36)260

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator, Salem, Oregon

PROGRAM NO.

ITEM NO. I-731

COUNTY NAME Marion

PROGRAM STAGE (Check)

TO: Mr. H. S. Coulter, State Highway Engineer, ODOT, Salem, Oregon

12 12 31 51

RECEIVED STATE HWY ENGR DEC 12 '79 REFER TO FOR Info Inves R/D D/R Spec Act File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	12-10-79	Interstate 5	Primary 1

GENERAL LOCATION: Woodburn Interchange - Hayesville Interchange

GENERAL DESCRIPTION OF WORK: Revised Costs for BPA Relocation

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☒ OTHER (Specify) Utility Adjustment
- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of November 26, 1979, I approve the revised actual cost for the BPA relocation of its transmission line to $125,076.76. (SFO #4 Supplement No. 1)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-10-79		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-913

REPORT OF TRIAL OF CASES OTHER THAN CONDEMNATION

File: L- 7505

Case No.: 102183

To be submitted to Commission: 11-28-78 Approved by Commission: _____

Name of Case: GORDON H. BALL, INC. v. STATE County: MARION

Cause of Action: SUIT FOR DECLARATORY JUDGMENT AND DAMAGES

Demands of Plaintiff: $200,000.00

Date(s) of Trial: NONE Judge: DUANE ERTSGAARD

Attorney for State: LESLIE B. HAMPTON

Attorney for Plaintiff: DANIEL H. SKERRITT

Verdict or Judgment: SUMMARY JUDGMENT FOR STATE Interest: NONE

Attorney Fees: NONE Court Costs: STATE RECOVERS

REMARKS: I previously reported that the State obtained a Summary Judgment in its favor which dismissed this case. We have been served with Plaintiff's notice of appeal. The Justice Department will defend against the appeal.

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FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S. COULTER

Leslie B Hampton
Signed

cc File
~~Walter L. Dennis~~
L. B. Hampton
~~XXXXXXXXXXXX~~
~~XXXXXXXXX~~
JACK L. SOLLIS
H.S. COULTER
C.T. KEASEY

7x6 11-9 7

SUPPLEMENTAL

REPORT OF TRIAL OF CASES OTHER THAN CONDEMNATION

File: L- 7505

Case No.: 102183

To be submitted to Commission: 11-28-78 Approved by Commission: _____

Name of Case: GORDON H. BALL, INC. v. STATE County: MARION

Cause of Action: SUIT FOR DECLARATORY JUDGMENT AND DAMAGES

Demands of Plaintiff: $200,000.00

Date(s) of Trial: NONE Judge: DUANE ERTSGAARD

Attorney for State: LESLIE B. HAMPTON

Attorney for Plaintiff: DANIEL H. SKERRITT

Verdict or Judgment: SUMMARY JUDGMENT FOR STATE Interest: NONE

Attorney Fees: NONE Court Costs: STATE RECOVERS

REMARKS: I previously reported that the State obtained a Summary Judgment in its favor which dismissed this case. We have been served with Plaintiff's notice of appeal. The Justice Department will defend against the appeal.

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NOTED
H.S. COULTER

Leslie B Hampton
Signed

cc File
~~Walter L. Dennis~~
L. B. Hampton

REPORT OF TRIAL OF CASES OTHER THAN CONDEMNATION

File: L- 7505

Case No.: 102183

Contract No. 7866

To be submitted to Commission: 10-24-78 Approved by Commission:

Name of Case: GORDON H. BALL, INC., v. State County: MARION

Cause of Action: Damages and Declaratory Relief

Demands of Plaintiff: $200,000.00

Date(s) of Trial: Summary Judge: Duane R. Ertsgaard

Attorney for State: Leslie B. Hampton

Attorney for Plaintiff: Daniel H. Skerritt [Linsay, Nahstoll Firm]- Stewart Oles, Seattle

Verdict or Judgment: Summary Judgment for State Interest: None

Attorney Fees: None Court Costs: We Recover

REMARKS Be this case, Gordon Ball sought $200,000.00, and a Declaratory Judgment that the Commission acted arbitrarily in denying relief under ORS 279.324-332 (Petroleum Escalation Statute).

The Gordon Ball contract (Woodburn-Hayesville, I-5) was eligible for relief and the $200,000.00 amount was substantially accurate. All of the pertinent facts and alternative pro and con arguments were submitted to the Commission by the Highway Engineer and his staff. The Commission at its option decided not to grant relief.

The Court by allowing a Summary Judgment to the State ruled as a matter of law, that the Commission had broad discretionary authority under the statute, had adequate information on which to base its decision, and did not act arbitrarily in making its decision.

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Leslie B Hampton
Signed

cc File
[redacted] Jack Sollis
L. B. Hampton
[redacted] H.S. Coulter
[redacted] Carroll Keasey
G.O. Fredrickson
John Bond

7866

REPORT OF TRIAL OF CASES OTHER THAN CONDEMNATION

File: L- 7505

Case No.: 102183

Contract No. 7866

To be submitted to Commission: 10-24-78 Approved by Commission:

Name of Case: GORDON H. BALL, INC., v. State County: MARION

Cause of Action: Damages and Declaratory Relief

Demands of Plaintiff: $200,000.00

Date(s) of Trial: Summary Judge: Duane R. Ertsgaard

Attorney for State: Leslie B. Hampton

Attorney for Plaintiff: Daniel H. Skerritt [Linsay, Nahstoll Firm]- Stewart Oles, Seattle

Verdict or Judgment: Summary Judgment for State Interest: None

Attorney Fees: None Court Costs: We Recover

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Leslie B Hampton
Signed

cc File
XXXXXXXXXXXXXXXXX Jack Sollis
L. B. Hampton

7166

8

JAMES A. REDDEN
ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
STATE OFFICE BUILDING
SALEM, OREGON 97310

TELEPHONE (503) 378-4400

October 3, 1978

Leslie B. Hampton
Assistant Chief Trial Counsel
Department of Justice
100 State Office Building
Salem, Oregon 97310

Re: Delong Cases, Gordon H. Ball Case

1 copy
PER 7-1
#6467

Dear Les;

I have a copy of Glenn's letter to you regarding the Delong case and I want to add my thanks and congratulations. It is hard to believe that this case is finally behind us, but it is most pleasant to realize that it is behind us as a victory and one where we receive the award of attorney's fees, for a pleasant change. You did an excellent job on that case and we find the press interested in dealing with it. They should be.

I am also pleased with the progress in the Ball case and it looks like we're headed to a successful conclusion there, as well.

Again, thanks for your sincere dedication and hard work.

Very truly yours,

James A. Redden
Attorney General

JAR:cm
cc: Glenn L. Jackson
H.S. Coulter
Robert A. Burco

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STATE HWY ENGR
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#7866

9

JAMES A. REDDEN
ATTORNEY GENERAL

NOTED
H. S. COULTER

DEPARTMENT OF JUSTICE
TRIAL DIVISION
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

September 29, 1978

RECEIVED
STATE HWY ENGR
OCT 2'78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

H. S. Coulter
Highway Engineer
129 Transportation Bldg.
Salem, Oregon 97310

Re: Gordon H. Ball, Inc. v. State of Oregon
Marion County Circuit Case No. 102183 (L-7505)

Dear Mr. Coulter:

As I mentioned by phone, Judge Ertsgaard has granted the State's Motion for Summary Judgment in the above-mentioned case. As you know, this is a petroleum escalation case. Gordon Ball, Inc. in its Declaratory Judgment action seeks $200,000 and a declaration that the Transportation Commission acted arbitrarily in denying its claim for relief. A special act of the Legislature in 1974 gave the Commission authority, at its option, to modify contracts and grant relief where costs of petroleum based products increased more than 10% from the award of the contract until completion.

The Ball contract was eligible for relief, you recommended that you be given authority to negotiate the Ball and other claims, but the Commission decided not to renegotiate the affected contracts.

By its ruling, the Court found that the Commission was given a broad discretion under the statute that it had adequate information on which to base its ruling and did not act arbitrarily in making that ruling.

There is a substantial chance that Gordon Ball will appeal from the Summary Judgment. We are confident that such an appeal can be successfully defended.

Sincerely,

Les Hampton

Leslie B. Hampton
Assistant Chief Trial Counsel

dlw

cc: James A. Redden
James W. Durham
Carroll Keasey
C. O. Fredrickson
John Bond

7866

IN REPLY REFER TO:
Plant Management

United States Department of the Interior

BUREAU OF INDIAN AFFAIRS
PORTLAND AREA OFFICE
POST OFFICE BOX 3785
PORTLAND, OREGON 97208

SEP 13 1978

MISC. CONTRACTS and AGREEMENTS No. 4685

Mr. Jack Cartwright, Utility Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Dear Mr. Cartwright:

Attached is the signed amendment of the 1972 Agreement among the State of Oregon, the Federal Highway Administration, and the Secretary of the Interior for property exchange at Chemawa Indian School.

This letter is also to advise you that the State has met the provisions of Paragraph 4 of the Memorandum of Agreement and its Amendment; and the replacement well is acceptable to the Bureau of Indian Affairs.

Sincerely yours,

VINCENT LITTLE
Area Director

Enclosure

AMERICAN REVOLUTION BICENTENNIAL 1776-1976

XC: Gen Files w/orig. Agree.
J.B. Boyd w/xc Agree. (41461)
Jamie Dixon w/xc Agree
C.J. Mathias

RECEIVED
SEP 14 1978
RR & UTILITY UNIT

Form FHWA 121 (Rev. 1-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: August 15, 1978

In reply refer to: HRW-OR

SUBJECT: Oregon Project I-5-5(69)260
Woodburn Interchg.-Hayesville Interchg. Sec.
Amendment of Memorandum of Agreement

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Dept. of Transportation

Attached are three copies of an amendment to a Memorandum of Agreement which was entered into on Sept. 19, 1972, between the Secretary of Interior, Secretary of Transportation, and the State of Oregon concerning the Chemawa Indian School lands. The amendment has been signed by our Regional Counsel Robert B. Rutledge. Following signature of the Agreement by the Interior Dept. please forward a signed copy for our records.

G. L. Green

Attachment (3)

cc:
Mr. Jack Cartwright, Utilities

RIGHT OF WAY SECTION
RECEIVED
AUG 17

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
AUG 17 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition

Number	Name	Consideration
48357	Casperson, Marvel A.	$ 2,250.00
49517	Logan, Joseph and Rosa	3,100.00
49568	Woody Froom Tire Company	-0-
49569	Froom, W. W. and Wilma E.	-0-
49570	Froom, W. W. and Wilma E.	1,350.00
49595	Lindner, Herbert & Irene Arbet Enterprises, Inc.	2,150.00
49710	Hlavinka, Joseph George	3,575.00
50028	Pine Forest Grange #632	8,360.00
50264	Hutley, Sylvester and Alice Mary Hutley, Duane F. and Mary L.	145.00
50394	Hood River County Aronson, Theodore E. and Laura	-0-
	10 Transactions	$ 20,930.00

(2) Agreement with Reuben Evans for public use of a John Day River access at Clarno. Mr. Evans has provided a 6 year lease of 1.28 acres of river frontage adjacent to Highway 218 in Wheeler County. The lease provides for a nominal payment by the State of $250 annually for the first three years, and $275.00 for each of the last three years. Minor improvements will be made for the convenience of the public using the new river access. (Parks)

(3) Revised amendment of Memorandum of Agreement with Secretary of Interior and the Secretary of Transportation regarding an exchange of property at the Chemawa Indian School (Woodburn Interchange-Hayesville Interchange Section, Pacific Highway, Marion County.) (Utility Unit)

(4) Agreement with Multnomah County and Hayden Island, Inc., for installation of traffic signals on the Pacific Highway (Connection No. 1) at Hayden Island Drive (Jantzen Beach Interchange). The State will design, install and maintain the signal equipment. The County will pay all costs of electrical energy consumed. The project is to be financed 50% with State Funds, 25% by County and 25% by Hayden Island, Inc. County and Company have limited their participation to $10,500 each; therefore, the State will pay all costs which are in excess of $21,000. (Local Government)

APPROVED
E. H. Hunter
7-20-78

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

APPROVED
H. D. Coulter
STATE HIGHWAY ENGINEER
7-20-78

Glenn L. Jackson
Glenn L. Jackson, Chairman, Transportation Commission
Dated this 25 day of July, 1978

FORM 81-734.2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

July 17, 1978

Salem, OR. 97310

FILE: ROW 18-4

FROM: Jack M. Cartwright
Utility Engineer

TO: H. S. Coulter
State Highway Engineer

B U I L D I N G

RECEIVED
STATE HWY ENG.
JUL 17 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

SUBJECT: Amendment of Memorandum of Agreement
Property Exchange
Chemawa Indian School
Woodburn Intchge.-Hayesville Intchge. Section
Pacific Highway
Marion County
Project No. I-5-5(69)260
File 41461
Misc. C&A #4585

Attached are three original and xerox copies of the Amendment to the 1972 agreement between the Secretary of Interior, the Secretary of Transportation (U.S.), and the State of Oregon, regarding the exchange of property at the Chemawa Indian School which have been approved by J. B. Boyd and Jack Sollis. A copy of the original agreement and exhibits is also attached for your information. An earlier version of the Amendment was approved by Chairman Jackson and signed by you on May 19, 1978.

In brief, the Amendment covers the follows:

1. The change in alignment and reduction of cost for the relocation of Bonneville Power Administration's transmission line across the Chemawa Indian School property.

2. State only shall be responsible for the preparation of an environmental impact assessment and statement if necessary.

3. Minor changes in the requirements for the relocation of an existing water well.

4. Paragraph 6, page 4 of the original agreement required the construction of sound barriers is eliminated.

5. Exhibit "D", a Trust Agreement with Bonneville Power Administration for the relocation of their transmission line is eliminated and an Amended Exhibit "D", Revised Trust Agreement with BPA is substituted. The only change to the Amendment is in paragraph 5 of the Amendment and is highlighted in red on an attached xerox copy of sheet 4 of the Amendment.

Your approval of the revised Amendment of Memorandum of Agreement in behalf of the Oregon Transportation Commission is requested. Please return all three original copies of the Amendment for transmission to FHWA for their approval.

JMC:dbe
attc.
cc: J. B. Boyd (41461)

7/17/78
Isabel brought in for
D.A. report

L-#7866

9

Department of Energy

Bonneville Power Administration
P.O. Box 3621
Portland, Oregon 97208

In reply refer to: ELMC
Santiam-Chemawa Line
Contract No. EW-78-F-81-0042
Tract Nos. Sa-C-194, -195

JUN 15 1978

Your reference:
Chemawa Indian School
Woodburn-Hayesville Section
Pacific Highway
Marion County
Project No. I-5-5(69)260

MISC. CONTRACTS and AGREEMENTS No. 4585

Mr. Jack M. Cartwright
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Dear Mr. Cartwright:

The trust agreement covering relocation of a section of the Santiam-Chemawa transmission line to accommodate construction of the new Chemawa Indian School, forwarded with your letter of April 6, 1978, has been signed for the Administration, and two copies are enclosed for your records.

State warrant in the amount of $142,000, was received June 13, 1978.

Sincerely,

Margaret M. Kageler

Margaret M. Kageler, Head
Title & Land Management Section
Branch of Land

Enclosure:
Trust Agreement (2)

RECEIVED
JUN 16 1978
RR & UTILITY UNIT

XC w/Agree to:
Gen. Files (orig)
Jim Dixon
File 4/461
FHWA

7866

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: June 2, 1978

In reply refer to: HRW-OR

SUBJECT: Oregon Project I-5-5(69)260
Woodburn Intchg.-Hayesville Intchg. Sec.
Trust Agreement
Amendment of Memorandum of Agreement

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr., Technical Services Branch
Oregon Department of Transportation
Salem, Oregon

Federal-Aid Engineer D.E. Swan's letter of April 6, 1978, submitted a trust agreement between Bonneville Power Administration and the State Highway Division concerning relocation of existing transmission lines on Chemawa Indian School property. We concur in the trust agreement. Authorization to proceed with actual adjustment on an actual cost basis was issued on March 29, 1978.

Utility Engineer Jack M. Cartwright's letter of May 16, 1978, requests our approval and signature of the amendment of Memorandum of Agreement between the Secretary of the Interior, Secretary of Transportation, and the State Highway Division. The matter has been discussed with Mr. Kuhn of the Department of Interior and it has been decided that it would be best to amend Item 5 to clearly indicate that the State, under items 3A - 3C of the trust agreement, is not responsible to acquire additional rights of way or pay damages. Mr. Kuhn will rework the amendment of memorandum of agreement and submit it to the State for signature. At that time it should be resubmitted to FHWA.

G. L. Green

cc:
Mr. D. E. Swan-Proj.Mgt.
Mr. J. M. Cartwright-Proj.Mgt.
Mr. J. B. Boyd, R/W Mgr.
Mr. Jim Kuhn, BIA

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
JUN 5 '78
REFER TO
FOR
Info | Invest | R/D | U/R | Sign | Act | File

NOTED
H. S. COULTER

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

GORDON H. BALL, INC., a Nevada corporation, Plaintiff, vs. STATE OF OREGON, by and through the Oregon State Highway Division and the Oregon State Department of Transportation, Defendants.	No. 102,183

DEPOSITION OF:

H. SCOTT COULTER

RECEIVED
STATE HWY ENGR
MAY 24 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Salem, Oregon
May 2, 1978

deposition suite
1st national bank tower
portland, oregon 97204
221-1181

court reporters
northwest

LAWYER'S NOTES

Page	Line	

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

GORDON H. BALL, INC., a Nevada corporation,

Plaintiff,

vs.

STATE OF OREGON, by and through the Oregon State Highway Division and the Oregon State Department of Transportation,

Defendants.

No. 102,183

DEPOSITION OF:

H. SCOTT COULTER

BE IT REMEMBERED That pursuant to oral stipulation hereinafter set forth, the deposition of H. SCOTT COULTER was taken by the plaintiff, before Carol Aguilera, a Notary Public for the State of Oregon, on Tuesday, the 2nd day of May, 1978, commencing at the hour of 3:35 o'clock p.m., at the State Highway Building, Salem, Oregon.

APPEARANCES:

LINDSAY, NAHSTOLL, HART, NEIL & WEIGLER
By: Mr. Daniel H. Skerritt,
For the Plaintiff;

Mr. Leslie B. Hampton
Assistant Chief Trial Counsel,
For the Defendants;

Also present: Mr. Jay Row

STIPULATION

(At said time and place the following stipulation was entered into between the attorneys present in behalf of the respective parties:)

It is hereby stipulated and agreed by and between the parties hereto, through their respective Counsel, that the deposition of H. SCOTT COULTER may be taken by the plaintiff, as by law provided, before Carol Aguilera, a Notary Public for the State of Oregon, on Tuesday, the 2nd day of May, 1978, at the time and place set forth in the caption hereof, on oral interrogatories, direct and cross, to be propounded to said witness.

It is further stipulated that all irregularities as to notice of time and place and manner of taking said deposition are hereby waived, each party reserving the right to object at the time of trial to any question or answer as to the competency, relevancy or materiality thereof, but that objections as to the form of questions or the responsiveness of answers are waived unless made at the time of taking said deposition.

It is further stipulated that the reading and signing of said deposition by the witness are hereby waived.

- - -

H. SCOTT COULTER

being first duly sworn as a witness in the cause by the Notary, was examined and testified on oath as follows:

DIRECT EXAMINATION

BY MR. SKERRITT:

Q Mr. Coulter, my name is Dan Skerritt. I'm the attorney for Gordon H. Ball who's bringing a petroleum escalation claim against the State which I'm sure you're familiar with, aren't you?

A Yes.

Q Have you ever had your deposition taken before?

A Yes.

Q Okay. You're probably somewhat familiar with the rules.

One of the things we want to remember is since the court reporter is trying to take down what we're saying, we would like to have audible answers rather than nods of the head in response to my questions.

If at any time you have difficulty in understanding what I'm saying, feel free to interrupt me and ask me to clarify things up again. If you want to confer with your attorney, Mr. Hampton, also feel free to do that.

You should keep in mind that you're under oath so that you should treat it pretty much the same as if you were in a courtroom because in some circumstances your statements could be used in a legal proceeding also.

As I understand, you're the State Highway Engineer, is that correct?

A That's correct.

Q How long have you been the State Highway Engineer?

A Oh, about two years.

Q What did you do prior to the time that you became the State Highway Engineer?

A Prior to that time I was an assistant highway engineer in charge of operations. Basically under my jurisdiction at that time was the construction section, the maintenance section and the region engineers, our field administrators around the state.

Q You basically had the same position that Mr. Keasey had then or --

A No. We don't have that position any more. But it basically included some of the -- two or three of the Salem-based sections that have statewide responsibility as well as the field organization in charge of the regions throughout the state. There are -- the state is split into five geographic regions. Each region has primary responsibility for the construction and maintenance of the highway within that geographic area.

Q You have been the State Highway Engineer for two years so you started as Engineer on what date?

A I don't remember whether the first of May or the first of June, 1976.

Q Were you involved in the development of the procedures that

were used to process the petroleum escalation claims?

A Yes.

Q Can you describe for me how you were involved in that and in what way you were involved in that?

A I was involved in attending and providing testimony before or at least being present when testimony was being given. I don't know whether I actually gave any or not before the special session of the legislature in 1974 and also the session in 1975 that had a similar bill before it.

Q Did you -- were you also involved internally within the State Highway Division in developing the procedures for processing the claims that were made?

A Yes, I was in that the construction engineer has been responsible directly to me for most of the period prior to the special session of the legislature up to the present.

Q Are you speaking now of Mr. Keasey?

A Yes.

Q Did you deal mostly with him or with Mr. Bond or who all was involved in developing the process?

A Oh, with both of them really. Mr. Bond works for Mr. Keasey or worked for Mr. Keasey until about the first of the year. Sometimes I would deal with Mr. Keasey and sometimes it would be with Mr. Bond.

Q Were you familiar with the memorandum that was sent out to the resident engineer sort of describing how the applications

ought to be processed?

A Yes, I was.

Q Were you involved in developing procedures that were outlined in that memorandum?

A I was involved at least in it through discussions with Mr. Keasey prior to the time that memorandum was put out, was sent out.

Q Let me show you a copy of what we had marked as Exhibit 14 in a deposition of Mr. Hall.

A Uh-huh.

Q Is that the memorandum which we have been referring to?

A Yes, it is.

Q Did you personally approve that memorandum before that was sent out to those in the field?

A I don't know that I approved it as such. I know that the content and the memorandum was discussed with me prior to its being disbursed throughout the state.

Q Did you give any oral instructions to any of the people who worked for you relating to the processing of these claims other than this memorandum or which supplemented this memorandum I should say?

MR. HAMPTON: Identify who you're referring to here.

Q (By Mr. Skerritt) Okay. Well, to Mr. Bond or to any of the regional engineers or resident engineers?

A I discussed with Mr. Keasey and Mr. Bond the potential

problem we had facing us with it because of the legislation that was passed and the need to kind of approach the receipt of claims uniformly as though it was done the same way throughout the state so that the proper decision could be made.

Q Did you have any meetings with regional engineers to discuss the processing of the claims?

A I don't remember. Quite -- possibly we did have a meeting where we called in the region engineers in as a group and discussed it as a group the handling of claims, And in anticipation some would be submitted from contractors because of the Senate Bill 1009 or whatever number it was.

Q Did you get any instructions from the State Highway Commission or the Department of Transportation relative to processing these claims? I'm speaking now of the time when you were developing the system for handling the claims in 1974.

A I don't remember. It is quite probable. I know we had some discussions at that time. I had discussions with the deputy state highway engineer and the man that was state highway engineer at that time. But talking about the potential for claims on escalating prices, I don't remember specifically what discussions were held or when.

Q Who was the highway engineer before you?

A Mr. Klaboe. Fred Klaboe was the State Highway Engineer.

Q What does he do now?

A He's the assistant director for the department in charge of

operations.

Q Is he in the --

A Which is in the Department of Transportation and basically has reporting to him the various operating divisions within the department, the aeronautic division, highway division, parks branch, motor vehicle division.

Q When did you get reorganized so that you became part of the Department of Transportation?

A We have been part of Transportation since I think 1969; operationally more since about 1971 I think.

Q Were you dealing with Mr. Klaboe at the time that he was the highway engineer?

A Yes.

Q Do you know whether he had any instructions or anyone else in the chain of command had instructions from the Transportation Department relative to processing the applications?

A I don't know.

Q Did all of the applications or participation for payment under the petroleum statute come directly to your attention?

A I'm not sure that I know what applications you're referring to.

Q The contractors who made petitions for payment, were you familiar with all of those that turned into active claims?

A No, not as they were submitted. But as requests for additional compensation came in and answers were prepared, I was

kept advised of what answers had been given.

Q Were any of these claims acted upon by the State Highway Division without being referred to the Transportation Commission?

A There were none granted so that they were in a sense turned down but not really, basically in a manner whereby if the contractor felt that he wanted to pursue the issue further, the door was never shut, you know, saying he couldn't. The claims, the first claims came out on the basis of asphalt prices and that we in effect said we're not going to honor and pay additional compensation on the basis of the information that we have to date which in a sense or left it possible for contractors to come back at a later date if they were so inclined.

Q You in effect unless they got more information, you denied some claims as presented; is that a fair statement?

A Yes.

Q Do you recall about how many of them the State Highway Division disposed of in that fashion?

A I don't remember exactly how many. At one time there was a tabulation of somewhere over a dozen as I remember that had been acted on.

Q As I understand it from the memorandum that was presented when Mr. Bond forwarded the claims to your deputy's office and then when you forwarded them to the Transportation Commission, you only had four active ones left? Does that score with your recollection?

A Three or four that appeared active at that time.

Q Does that mean that the other of the dozen were eliminated?

MR. HAMPTON: I think if necessary you ought to show him the tabulation.

Q (By Mr. Skerritt) Yes, why don't you take a look at Exhibits, let's see, 1 and 2.

A This tabulation attached to Exhibit 2 tabulates if my arithemetic is right eleven claims that were either active or inactive because either they had been denied or dropped.

Q Would you have any records of the division copies of the letters that were forwarded to the -- those on the list which are indicated as either denied or dropped? For example, I would assume that some of them that you've classified as denied would have gotten a letter advising the contractor of that fact. Do you know whether you have copies of correspondence announcing your decision of denial?

A I don't without looking through the files to see just exactly what there may or may not be in the files with regard to advice that was given the contractor in writing.

Q Are these claims kept in one centralized file? When Mr. Bond was here he had testified to the extent that he had files segregated for processing these claims. Do you know whether the division still has some files that are kept together on the petrol escalation matters?

MR. HAMPTON: I think maybe we ought to go back in

Mr. Bond's testimony. He testified that items concerning the items -- I don't think he testified he kept all of the claims together. I'm not quibbling except I think we ought to have if we're referring to --

Q (By Mr. Skerritt) That's what I'm trying to find out whether there is some place to where all of these materials are gathered together so that I could perhaps examine them at some later date when you pull them together.

A Well, the central files that are kept to the best of my knowledge are not separated into a classification of claims, you know, claim file that has all claims there. It would be part of the job correspondence filed with each individual contractor that was awarded. There would be correspondence in contract number 7866 or 7960 relating to that particular contract. Whether the construction section maintains files in some, you know, a different way of grouping correspondence to keep an active claim file in one group or not I don't know.

MR. SKERRITT: I would like to make a request, Les, to examine two different things.

One, I would like to examine the correspondence to the other contractors involved who had claims particularly the last correspondence which announced if they were denied.

I would also like to examine the files Mr. Bond referred to as a central file or the big file that he kept where he gathered the information for handling these problems.

MR. HAMPTON: I've made a note here and I'll advise you of the mechanics of it. I think we probably can make it easier for you and if it isn't too difficult maybe we could pull the specific correspondence. In any event, I'm sure we can make the file available. You can find it and examine the file in total if you would like.

MR. SKERRITT: I'll work out with you sometime when I'll be back in Salem again.

(Off-the-record discussion.)

Q (By Mr. Skerritt) Would you describe for me the different meetings or conversations that you had relative to presenting the claims to the Transportation Commission which are reflected in the Exhibits 1 and 2 to Mr. Bond's deposition?

A As you know having read the copy of the letter that I wrote to the commission explaining the claims when I went to them, then you're aware initially the concern that we had with regard to Senate Bill 1009 providing for a means by which State agencies could put provisions in a contract or negotiate with the contract before increased prices, escalated prices for petroleum products. You're aware that the initial concern had to do with asphalt; that as we went, as time went by and the contracts that were eligible under that piece of legislation were completed and claims were either prepared or not prepared, the bulk of the work, this was done and it was possible for the contractors to obtain the asphalt at the prices having quoted them by the

asphalt suppliers prior to bidding those jobs. So that the big concern having to do with the increased prices and summarily work that we did indicating that the financial impact of the bill itself would be up in the millions of dollars really didn't come to pass. There were the jobs and were some claims filed with the increase in other petroleum products other than asphalt. And as these jobs were completed, it was apparent which jobs there could be a question on, and it was a case of discussing with the construction section, the people that were assembling the information as to a status report of, you know, how are we coming; how soon can we have a clear picture of what the full impact will be, and discussions along the line that this is a different ball game than a lot of disagreements with contractors having to do with compensation in that the legislation that allowed it, to the best of our knowledge, was permissive legislation. It was not demanding on the part of the department in that it would require we felt a policy decision from the commission to determine just what the proper disposition of any claims, any and all claims would be. It was important we treat all of the contracts equitable without having as much information as possible. So that with -- as soon as the jobs were approaching completion or completed, then we wanted to get a total picture as best we could.

In the fall of '76 when that time had arrived, then there were discussions just exactly, you know, how shall we

handle this. We discussed the, the various arguments for and against recommending the commission adopt a policy of paying all of the claims, all of the monies, the additional costs that would be verified or perhaps none.

We even went back and listened to the tapes of the hearings that were held before the legislature to reinforce the remembrance or memories that we had having been in attendance and talked to legal counsel that the department has where our Assistant Attorney General assigned to work with the Department of Transportation as basically legal counsel to the commission. We discussed with them, in particular Jack Solts, who had been present and participated in the hearings before the legislature as to, you know, what was said; what was the real intent; what did the law say.

As the information was -- more information was gathered and we discussed the questions of the validity of certain items in the claim, you know, is this truly an increased cost because of the increased prices in petroleum products? or is this an increased cost because of some other reason mixed up in some of the early work that the contractors were doing? or was it an allocation of fuel to contractors, to customers by various oil companies? This was discussed; what is the method; how were these determined; how were these transferred from one supplier to another.

In attempting to determine, you know, which if any or

all of the items the contractor may have included in these tabulations we should agree (who) as being eligible for consideration in looking at the claims.

Q Who were these discussions with, Mr. Coulter?

A These would have been with primarily Carroll Keasey and John Bond. They, of course, were talking to the individual resident engineers or project engineers and region engineers where the project may have been. I don't remember whether -- I could have had some discussions with the resident engineer or -- and/or the region engineer on some specific items as well. I don't remember.

Q I noticed that in Exhibit 2 which was your memorandum to the commission, you state that your conclusion that this would be equal and appropriate to share in the increases and you suggested that half of the costs be borne by the State. Do you recall that recommendation or conclusion?

A I'm not sure that that is -- I concluded that in effect arguments could be made on either side of the question whether or not there is some, whether a contractor should be compensated; arguments to be made that they shouldn't.

In fact, there is a tabulation which you have seen of ten or eleven items on pro and con. And I concluded that what I felt was a equitable solution, one that would realize contractors had been subjected to some additional costs; At the same time, I recommended that the State and the public would not be subjected

to misuse of the highway funds if some compromise or splitting of the cost was made. It was a middle-of-the-road approach because there were arguments on both sides and I made that recommendation to the commission.

Q Had you discussed that recommendation with other people within the division?

A I discussed it prior to making that. I discussed it with people in the construction section. I also discussed it with Mr. Klaboe, chief of operations or --

Q Did he concur in that decision on your part?

A Uh-huh. (Yes)

Q I notice that your Exhibit 2 has a number of people who are referred to as having received copies. Did you gain their concurrence on your conclusion that the State ought to pay 50 per cent of the claims?

A No. The people that did get copies of that, Mr. Barco is the director of the department. Mr. Head is the head of commission services. He used to be the commission secretary. Mr. Klaboe I discussed it with. Mr. Hunter was the deputy highway engineer. Mr. Schroeder is an assistant highway engineer. Mr. Keasey is the construction engineer. Walt Barrie is the legal counsel to the commission and Assistant Attorney General. George Bell is the -- I don't know what his title is, assistant director in charge of public affairs or the public information branch of the department. Mr. Max Klotz was here on temporary

assignment as a, oh, executive assistant for -- during the last session of the legislature and he was involved in working with legislators having to do with legislation that was proposed so that he was informed of this because of its potential spin-out in the legislation that might be coming before the next session or before the session of the legislature that was 4- session at 14 that time.

Q You mentioned that you had discussed this somewhat with Mr. Klaboe and Mr. Keasey and I believe Mr. Hunter also, had you?

A That's correct.

Q Did you discuss it with any of those other individuals listed prior to the time it was presented to the commission?

A Not to the best of my knowledge.

Q Can you describe for us the normal process of a normal situation when matters are presented to the Transportation Commission?

MR. HAMPTON: I think I would ask to make that a little more clear as to what you're referring to.

Q (By Mr. Skerritt) Okay. I'm obviously curious why you did not act on these requests as the State Highway Division rather than having them referred to the State Transportation Commission.

I would like you to explain to me how you make a decision when something is a matter for the commission to decide as opposed to something which you handle as the division without going to the commission?

A Basically the commission is charged with establishing a policy for the department. They're also the body that awards, you know, that lets the contract.

I execute the contract in their behalf. But before a contract is awarded, approval is obtained from the commission.

Normally we take claims to the commission that fall into one of two or three categories; those that the settlement of the claim is really establishing a policy and those that have such financial impact that it's appropriate for the commission to be aware of the amount of public money that we're spending, proposing to spend by settling the claim.

Q Did these claims have a substantial financial impact which would have required that they be presented under the second category which you defined?

A I don't remember. A probability is that they would not. Any time we exceed the contract authorization by an amount, five per cent of the contract if it's over a hundred thousand dollars, ten per cent if it's less than a hundred thousand dollars, then the commission approval is obtained prior to that overrun.

We advise them as soon as we're aware the overrun is going to occur. I don't know whether -- I don't think (but) that any of these would fall into that category, but the possibility is there that they would overrun 4.9 per cent and some additional overrun would cause it to go into that category, of course.

But the reason why we went to the commission, we felt

it was appropriate to go to the commission with these was because it was a policy question just exactly what policy did the commission want to adopt with regard to negotiating settlement on these claims.

Q Had you gone to the commission prior to denying the other claims which you had listed in your report as having been denied?

A No.

Q By your report, I'm referring to Exhibit 2.

A No.

Q Do you have written delegations of authority to you as State Highway Engineer from the Department of Transportation or Transportation Commission?

A Yes, I do.

Q Would those delegations of authority have been broad enough or were they broad enough at the time so that you could have disposed of these claims of this size under those delegations without going to the commission?

A They were broad enough so that I think I could have gone to the commission or could not have gone to the commission for settling of claims in the amount of money involved here. I don't think I was obligated to go to the commission.

Basically, any time a claim or settlement for a claim is proposed that's the size of some of the claims that were presented here, I do go to the commission and get their concurrence before we settle the claim.

The order as I remember it, doesn't speak specifically to settlement of claims. I can get a copy of that delegation order if you would like to see it.

Q I have one of them but it may not be all-inclusive. I do have a Technical Bulletin 19 and I also have Delegation Order Number 16. Maybe you could refer to those and see if there is --

A Delegation Order Number 16 is the delegation to the State Highway Engineer from the Commission.

Q The one that I have is stamped "Adopted 3/30/76" although --

A There was an amendment to it that was adopted at that time. The delegation order in its original form was adopted prior to that. The only change in March of '76 was delegation to the administrator and State Highway Engineer. The one in March of '76 was just delegation to the State Highway Engineer rather than to the administrator.

Q It makes reference specifically to overruns on certain percentages. Would that have anything to do with processing claims?

A Now, many times an overrun is occasioned by the settlement of a claim, or a claim in my thought processes is a really legal step that if it's settled before it goes to a formal legal trial, then to me it's not. It may be a claim for additional compensation but it's not a claim in the same way, a claim that goes through the judicial processes. In which case, you know, the court establishes what the settlement may or may not be. The majority

of the disputes on the amount of compensation that are due a contractor, of course, are settled without going to the court case (which doesn't say the court case is wrong either.)

Q I understand that. Were you involved in the reconsideration of the Ball claim as a result of the inquiry made on behalf of I think it was --

A Yes.

Q That was when the Williams Stark firm, there was I think a letter by Mr. Alexander that went back to the commission?

A Yes, I --

MR. SKERRITT: May we have this document made a part of the record.

(Coulter Exhibit Number 1 marked for identification.)

Q (By Mr. Skerritt) I'm handing you a document which is marked as Exhibit 1. Are you familiar with that?

A Yes, I'm familiar with this.

Q I notice in page 2 of this document which is a memorandum to the commission from Mr. Barrie, he indicates, "In my opinion the phrase 'at its option' excludes any requirement for unarbitrary action."

Did you have discussions among the staff to the effect that the commission had been arbitrary in the way that it disposed of the claims when they were first submitted to the commission?

A No.

Q Mr. Barrie here is just responding to the letter by the attorney rather than internal staff inquiries?

A That's correct.

Now, what discussions he may have had with the staff persons I don't know. I know I talked to him about the letter itself and indicated that it was a letter addressed to the, I think clerk of the commission, and felt that he as legal counsel should provide information to the commission so that they could respond as they saw fit.

Q Were you satisfied with the numbers which were referred to as the verified amounts of the Ball claim which is on the last page of Exhibit 2, the tabulation that went to the commission?

A Yes.

Q Had you reviewed the memorandum from the resident engineer or project engineer, Mr. Hall, that went up through the channels?

I would like to show you Exhibit 12 from Mr. Hall's deposition.

A I don't know that I ever saw this particular correspondence. In questioning Mr. Bond about the amounts, I was confident that he had reviewed all of the information that had been presented by Mr. Bond or by Ball to the project engineer.

Q Did you have any discussions with representatives from Ball yourself concerning this claim?

A I don't remember any.

Q Did you have any conversations with Mr. Bond relative to the willingness of the -- of Ball to accept your conclusion that a 50 per cent payment would be the appropriate disposition of the claim?

A I had some discussions with Mr. Bond whereby he felt that there was a possibility that the contractor would accept such a settlement.

Q Were any offers ever made to any of the contractors including Ball to settle the claims on the basis of a 50 per cent payment?

A Not to the best of my knowledge.

Q I think I've already asked you this and I want to make sure I do have this on the record. Did you -- do you recall whether there were any claims that were paid under the petroleum escalation clause?

A To the best of my knowledge none were. There were some increased prices paid for some work that was outside of the contract, but there was no additional compensation paid the contractor for work under contracts that was part of the contract.

Q When you make payments to contractors that are outside of the contract for the extra work that's done, do you normally use the same unit price that's quoted in the contract?

A I'm not sure I understand exactly what you're asking.

Q I guess what I'm asking was it unusual to use the higher price for the -- the higher amount for the extra work that was

done rather than using some type of multiple of the amount of work that was done under the original contract price? What is the normal fashion for determining the appropriate amount of extra work claims?

A Where the extra work is such that it does not -- I don't know quite how to put this -- where the unit price within the contract is appropriate for the extra work that's performed, then in many cases this is the compensation that's paid to the contractor. This is a willing commitment on the part of the contractor, commitment on the part of the State. Where the compensation unit price is included in the contract are not agreeable to one or both parties, then it's not used as compensation.

MR. HAMPTON: Incidentally, to clarify, these circumstances are covered by these specifications in the contract itself, are they not?

THE WITNESS: That's right.

Q (By Mr. Skerritt) Did the existence of the petroleum escalation statute have any impact on the decision to use the higher price for the extra work claims for petroleum products?

A Yes. On some jobs additional monies were paid, additional unit prices were paid for some paving work that was outside of the contract in that the contractor was obligated under the terms of his agreement with his asphalt supplier to pay increased prices for asphalt for some of the work or for the work that was outside of the contract. These then were -- the price was agreed

upon through a document known as price agreement and signed with the contractor. This is compensation at a different rate than the unit prices the contractor was paid.

Q Your answer to that question was -- was yes that your reason for doing that was affected in part because of the petroleum escalation statute?

A No. It was because work outside of the contract was not bound by the same specifications for compensation. It wasn't work under the contract, therefore it required a new or price agreement, different unit prices were established. Part of the difference in those prices was because the petroleum products had escalated in price.

Q Maybe you misunderstood my question and I don't want to have us left with a misimpression on the record.

My specific question is whether the existence of the petroleum escalation statute played any part in your determinations to pay higher prices for extra work done in the examples that you were giving with the asphalt extra work?

A No. The existence of the statute itself did not have any bearing on it.

Q Did you give similar types of price increases for extra work for any other types of products other than petroleum products during this period of inflation?

MR. HAMPTON: You're talking about work outside of the contract?

Q (By Mr. Skerritt) Right. For example, did you have any extra work outside of the contract that had cement or steel used that resulted in the need to pay extra work where contractors received prices beyond the original unit price because of increases in product prices?

A I believe we did, but I'm not positive.

Q Would you be able to determine whether that had happened with respect to other products by referring to any of the contract records?

A I could determine when that happened, by a method determined by myself.

MR. SKERRITT: I'll make a request if you have some way of verifying that with some documents, I would like to check that out.

MR. HAMPTON: Let me make sure I understand this. You're talking about -- our time frame roughly from '74 to '76?

MR. SKERRITT: Right. My understanding is that during the same time that the petroleum products were escalating, that there was also, for example, heavy increases in the price of steel and I think concrete also went up quite substantially.

THE WITNESS: Cement.

MR. SKERRITT: Cement went up quite substantially in this period. What I would like to know is if you have examples of comparable increases --

MR. HAMPTON: Let's go off the record a minute.

(Off-the-record discussion.)

Q (By Mr. Skerritt) Mr. Coulter, are you aware of any other internal or intra-office memorandum relating to the processing of the four claims that were presented to the Transportation Commission other than the exhibits which you have in front of you which constitute Exhibit 12 which is Mr. Hall's forwarding application and then Exhibit 1 and 2 from Mr. Bond's deposition which are his memorandum to Mr. Hunter and yourself to the Transportation Commission?

A There is some little internal memos about the correspondence in response to the letter that we received that came to the clerk of the commission whereby when the memorandum from Mr. Barrie is sent out he had not attached copies of the original correspondence. So I in turn sent the correspondence out so that the commission had not only benefited Mr. Barrie's comments but also the letter to which Mr. Barrie was referring. I'm not aware of any -- just looking at the exhibits that you have, it would appear that there quite probably -- there may have been a letter of transmittal forwarding assuming that the construction section got a copy of this or --

Q Exhibit 13 I should have included in that that is probably what you're referring to.

A That kind of follows the normal sequence that it would come into the region office and then the region would forward it to the construction engineer.

Q Okay. It appears that or is it your recollection that aside from Mr. Bond's memorandum that the other documents were more matters of transmittal rather than giving an independent analysis of the claim?

A That's correct. Now, there undoubtedly is correspondence having to do with other claims that were discussed and other projects that were eligible under the law. The four that were identified as being potentially active at the time that I made the presentation to the commission, certainly, there would be correspondence in those job files with regard to those.

Q You were the one though that made the presentation to the commission?

A Yes.

Q Had you had any conversations or inquiries from any of the members of the commission on the subject of petroleum escalation prior to the time you made the presentation?

A Not to the best of my knowledge. I think that I did mention to the commission at one time that I was going to bring the subject before them at the next meeting or subsequent meeting. It may have been along November or December telling them that I'm working on this and when I get it I'm going to be bringing it to you for determination.

Q Did they make any response at that time?

A No.

MR. SKERRITT: I think that's all of the questions I

have, Mr. Coulter.

MR. HAMPTON: I have two or three questions.

CROSS EXAMINATION

BY MR. HAMPTON:

Q May I see the tabulation of claims?

Mr. Coulter, when you sent your recommendation to the commission and it has been identified here as Bond Exhibit 2, there is a tabulation attached to that. On the top of it there are four claims entitled active claims. One of the two, the fourth one which is referred as the SD Spencer claim there is a comment "Not verified, details not available. No response since 5/6/76."

Now, when the commission acted, did they act solely on the Ball claim or was that action taken with regard to these basically three remaining active claims?

A The action was with regard to the active claims; that the presentation before them was for a policy determination with regard to all the outstanding claims. The discussion even suggested that although these were the only ones there might be requests coming in from other contractors that may or may not have had a claim submitted earlier.

Q Now, then I think it has been covered but subsequent to this time I think in July of 1977 --

A Yes.

Q -- that the commission again acted, did they not, on the Ball claim individually at the request of the law firm of Mr. Alexander's and the commission then reconsidered its action with reference to the Ball claim, isn't that --

A The request came in from an attorney representing Donald Drake and Gordon Ball.

Q That's right, the sub --

A For reconsideration of the commission's denial of the claims. Two of the outstanding claims included not only the Gordon Ball project, the Hayesville section, but also the project that Drake had from south Tigard, what is called the East Portland Freeway south of Portland.

Q And at that meeting did the Gordon Ball Company or the Donald Drake Company or their attorneys, the Williams, Stark, Hiefield firm, did they make an appearance at the commission meeting or offer any additional information, present any additional information to the commission?

A The commission had the correspondence that was sent from the law firm I believe in March about which Mr. Barrie wrote a memorandum that we discussed earlier. But there was no appearance before the commission as a group by anyone from that firm.

Now, whether or not anyone from the firm contacted any of the commissioners individually apart from the commission meeting or not I don't know.

MR. HAMPTON: Nothing further.

MR. SKERRITT: I have one question.

Are the Transportation Commission meetings recorded?

THE WITNESS: Yes.

MR. SKERRITT: I may want to listen to a couple of the meetings. I'll have to check with you later on that.

Nothing further.

STATE OF OREGON)
) ss.
County of Multnomah)

I, Carol Aguilera, a Notary Public for the State of Oregon, hereby certify that, pursuant to the stipulation of Counsel for the respective parties hereinbefore set forth, H. SCOTT COULTER personally appeared before me at the time and place set forth in the caption hereof; that at said time and place I reported in Stenotype all testimony adduced and other oral proceedings had in the foregoing matter; that thereafter my notes were reduced to typewriting under my direction; and that the foregoing transcript, pages 1 to 31, both inclusive, contains a full, true and correct record of all such testimony adduced and oral proceedings had and of the whole thereof.

WITNESS my hand and notarial seal at Portland, Oregon, this 14 day of May, 1978.

/s/ Carol Aguilera
Carol Aguilera
Notary Public for Oregon
My commission expires: 5/10/80

STATE COPY

#7866 5-1-78

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	6	Marion	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
5/15/78	J. Young, Engineer Trainee	I-5-5(36)260

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
9/8/76	3/17/77	See remarks	See remarks

APPROVED EXTENSIONS	LOCATION
See remarks	I-5 from Woodburn Interchange to Hayesville Interchange

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
MAY 23 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

WOODBURN INTERCHANGE-HAYESVILLE INTERCHANGE SECTION
INTERSTATE 5
Grading, Paving, Structures, Signing, and Illumination

This project is located on Interstate Route I-5 from the Hayesville Interchange located near the north city limits of Salem to the Woodburn Interchange. The work called for widening the four-lane divided highway to six lanes with continuous reinforced PCC pavement and 10-foot AC shoulders on both sides of the travel lanes. The project included removing eleven highway grade separation structures, constructing fifteen grade separation structures, and constructing highway signs, sign support structures, and illumination.

5-23-78 cy Kasley

The contract time established three completion dates as follows:

a. The embankment foundation excavation and stone embankment between stations 1737+50 and 1810+00 shall be completed not later than September 30, 1973.

b. All work to be done under the contract between stations 1149 and 1680 shall be completed not later than October 15, 1974.

c. All work to be done on the consract shall be completed not later than September 15, 1975.

COPY SENT
MAY 22 1978
Washington

-NOTE-

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed By WILLIAM H. KAPPUS Area Engineer William H. Kappus		SIGNATURE: Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE: Area Engineer	DATE: 5/15/78	TITLE: Field Operations Engineer	DATE:

FORM FHWA-1446 B (12-73) FORMERLY PR-33E — Previous Editions of PR-33E Will Not Be Used.

Phase "a" work was completed within the time specified. Strikes and additional work occurred during the remaining progress of the project causing phase "b" to overrun 188 calendar days and phase "c" to overrun 58 days. The contractor requested and was granted an extension of time in the preceding amounts for phases "b" and "c" with no liquidated damages charged.

The original authorization of $24,882,611.50 for the project was overrun 1.3 percent.

A final inspection of the project was made on December 18, 1975, and September 15, 1976.

All participating work has been completed.

STATE COPY

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL CARDS — To be completed by Washington Headquarters Personnel

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN ( ) RURAL (X)
Oregon	Hardin	I-5-5(36)260	

CARD A

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	DATE STARTED
	CONSTRUCTION TYPE CODES		7223	x771, x781, x281, x181, x920	April 9, 1973
20	FINAL CONSTRUCTION COST	DOL.	14,777,814	8,125,723	DATE COMPLETED: September 8, 1976
21	LENGTH OF PROJECT	MILES	13.155	.180	TOTAL NO. BRIDGES: 15

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

		TOTAL MAN HOURS	GROSS EARNINGS
30	LABOR	880,959	9,321,604

CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	6,185,289	5,099,267
	9	PETROLEUM PRODUCTS	GAL.	1,890,245	156,472
	1	CEMENT	BBL.	186,880	973
CARD C	2	AGGREGATES PURCHASED	TON.	125,113	
	92		CU. YD.	27,279	2,753
	3	BITUMINOUS MATERIAL	GAL.	6,418,250	
	4	LUMBER	THSD BD. FT.		1,290
CARD D	I	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.	10,402,900	7,496,972
	8	STRUCTURAL STEEL	LB.		4,035,902
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.	1,421	35,974
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	15,976	
	15	AGGREGATES PRODUCED	TON	1,214,757	
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.	28,800	82,714
	17	FENCING	LIN. FT.	38,995	
	18	GUARDRAIL	LIN. FT.	32,624	
	19	BRIDGE RAIL	LIN. FT.		8,875
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	292,145	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	187,921	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 — 52	53 — 61	62 — 70

CULVERT ITEMS

CARD H

ITEM	SIZE (In.)	LGTH. (Lin. ft.)
6	CORRUGATED STEEL CULVERT	
	8	3,263
	12	1,337

CARD J

ITEM		
13	CONCRETE PIPE	
	8	473
	12	1,274
	15	817
	18	1,925
	30	1,296
	42	182
	48	2,104

CARD K

ITEM		
14	CLAY PIPE AND DRAIN TILE	

CARD L

ITEM		
25	CORR. ALUMINUM CULVERT	
	8-12	11,718
	15-18	30,100
	24-36	5,238
	42-60	484
	Arch	417

CARD M

ITEM		
26	CAST IRON PIPE	

FORM PR- 47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR-47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, only the original of Form PR-47, typed or clearly lettered, and no carbon or "fast" copies, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

April 28, 1978

Salem, OR 97310

FILE: ROW 18-4

FROM: Jack M. Cartwright
Utility Engineer

TO: H. S. Coulter
State Highway Engineer

B U I L D I N G

RECEIVED
STATE HWY ENGR
APR 28 '78
RETURN TO
FOR
Info | Invest. | R/D | D/R | Sign | Act | File

SUBJECT: Amendment of Memorandum of Agreement
Property Exchange
Chemawa Indian School
Woodburn Intchge-Hayesville Intchge. Section
Pacific Highway
Marion County
Project No. I-5-5(69)260
File 41461
Misc. C&A #4585

Attached are three original and one xerox copies of the Amendment to the 1972 agreement between the Secretary of Interior, the Secretary of Transportation (U.S.) and the State of Oregon regarding the exchange of property at the Chemawa Indian School which have been approved by J. B. Boyd and Jack Sollis. A copy of the original agreement and exhibits is also attached for your information.

In brief, the Amendment covers the following:

1. The change in alignment and reduction of cost for the relocation of Bonneville Power Administration's transmission line across the Chemawa Indian School property.

2. State only shall be responsible for the preparation of an environmental impact assessment and statement if necessary.

3. Minor changes in the requirements for the relocation of an existing water well.

4. Paragraph 6, page 4 of original agreement requiring the construction of sound barriers is eliminated.

5. Exhibit "D", a Trust Agreement with Bonneville Power Administration for the relocation of their transmission line is eliminated and an Amended Exhibit "D", Revised Trust Agreement with BPA is substituted.

Your approval of the Amendment of Memorandum of Agreement in beahlf of the Oregon Transportation Commission is requested. Please return all three original copies of the Amendment for transmission to FHWA for their approval.

JMC:de
attc.
cc: J. B. Boyd (41461)

Fill in date Commission approved.

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition

Number	Name	Consideration
31975	Morse Bros. Prestress, Inc.	$ 10.00
48666	Cunha, Joseph and Verna J.	400.00
49316	United States National Bank of Oregon	2,350.00
49554	Allied Motors, Inc.	50.00
49631	Anderson, Alfred and Margit	650.00
50088	Henry, Cecil R.	47,125.00
50183	Clackamas Development Company	Gratis
	7 Transactions	$ 50,585.00

(2) Amendment of Memorandum of Agreement between the Secretary of the Interior, the U.S. Secretary of Transportation and the State of Oregon regarding the exchange of property at the Chemawa Indian School (Woodburn Interchange-Hayesville Interchange Section, Pacific Highway, Marion County). (Right of Way Section)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 9 day of May, 1978

Glenn L. Jackson, Chairman
Oregon Transportation Commission

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 5-6-78

APPROVED
STATE HIGHWAY ENGINEER
DATE: 5-5-78

7866

April 26, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Project Acceptance
Federal Aid Project No. I-5-5(36)260

Contract 7866, Work Completed September 8, 1976

Project Woodburn Intchge. - Hayesville Intchge.

Highway Pacific

County Marion

Acceptance: Federal Highway Administration September 15, 1976

Oregon Transportation Commission March 17, 1977

All participating work on this project has been completed.

The following documents, required for your acceptance of the project, are attached:

1-Copy Form 81-734-3498, Progress Est. & Cost Report
3-Copies Form PR-47, Statement of Materials & Labor
1-Copy Laboratory Materials Certification
1-Copy Statement of Overruns and Underruns

DC:pln

cc: R. Hacek
R. D. Church

7 P L L

8

JAMES A. REDDEN
ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

NOTED
H. S. COULTER

April 19, 1978

RECEIVED
STATE HWY ENGR
APR 21 '78
REFER TO
FOR
Info | Issues | R/D | D/R | Sign | Act | File

Mr. H. S. Coulter
State Highway Engineer
129 Transportation Building
Salem, Oregon 97310

Re: Gordon H. Ball, Inc. v. State of Oregon
Case No. 102-183 (L-7505)
Petroleum escalation claim

Dear Mr. Coulter:

The above mentioned case has been rescheduled for trial for June 20, 1978. It is probable that the case will be tried on that date if it is not otherwise disposed of.

Gordon Ball's attorneys have scheduled Ed Hall's deposition for next Tuesday, April 25, 1978. I am almost certain that they will want to take your deposition and that of Mr. Bond at a later time. It is also quite possible that they will want Mr. Klaboe's deposition. If they request your deposition, I will require them to conform to your time schedule.

In the meantime, I am preparing a Motion for Summary Judgment based on our position that the statute is a discretionary-permissive one, allowing, but not requiring, the Commission to modify pertinent contracts within the scope of the statute. I will need your affidavit and that of John Bond to incorporate in our Motion for Summary Judgment. I have discussed the facts in detail with John Bond and will call you prior to drafting your affidavit.

Sincerely,

Les Hampton

Leslie B. Hampton
Assistant Chief Trial Counsel

ksb

cc: F. B. Klaboe
C. T. Keasey
John A. Bond

7866

ROW 18-4

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

April 6, 1978

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street N.E., Suite 100
Salem OR 97301

ATTN: Vernon V. Cusack
Engineering Coordinator

Trust Agreement
Transmission Line Relocation
Bonneville Power Administration
Chemawa Indian School
Woodburn-Hayesville Section
Pacific Highway
Marion County
Project No. I-5-5(69)260

Dear Sir:

Here is a copy of a Trust Agreement between Bonneville Power Administration and the Oregon Department of Transportation covering the relocation of a portion of BPA's Santiam-Chemawa 230 KV transmission line required to accommodate the reconstruction of the Chemawa Indian School.

BPA's transmission line occupies both private and Federally owned lands. Reimbursement for the relocation work is covered by a Memorandum of Agreement between the U.S. Department of Interior, the U.S. Department of Transportation and the Oregon Department of Transportation, and amendments thereof.

The agreement was prepared by BPA, has been approved by the Oregon Department of Transportation and is being forwarded by separate letter for BPA's final approval.

Your approval of the Trust Agreement covering the actual cost relocation of BPA's transmission line as evidenced above and confirmation of Mr. Cusack's advanced authorization to proceed with the work as of March 13, 1978, is requested. Estimated cost to the State is $142,000.

RECEIVED
TECHNICAL SERVICES
APR 7 '78
REFER TO
FOR
Info | Invest | R/W | Dsgn | Stgn | Act | Fi

Yours truly,

D. E. Swan
Federal-Aid Engineer

DES:JMC:de
enclosure
cc: E. S. Hunter
J. B. Boyd (41461)
Jack M. Cartwright

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ROW 18-4

March 16, 1978

Salem, OR 97310

FROM: Jack M. Cartwright
Utility Engineer

TO: J. B. Boyd
Right of Way Manager

B U I L D I N G

SUBJECT: Trust Agreement
Bonneville Power Administration
Santiam-Chemawa Transmission
Line Relocation
Chemawa Indian School
Woodburn-Hayesville Section
Pacific Highway
Marion County
Project No. I-5-5(38)262
File 41461

Attached are five copies of a Trust Agreement covering the relocation of a section of Bonneville Power Administration's Santiam-Chemawa transmission line to accommodate the construction of the new Chemawa Indian School.

The cost of relocating the transmission line, estimated to be $142,000, will be reimbursed by the State and the Federal Highway Administration as set forth in a Memorandum of Agreement, dated September 19, 1972, between the Secretary of Interior, the Secretary of Transportation and the State of Oregon. The Memorandum of Agreement covers the exchange of property between the State and the Bureau of Indian Affairs to provide right of way for the reconstruction of the Pacific Highway between the Woodburn and Hayesville Interchanges.

If the agreement is satisfactory, please sign all copies and forward to H. S. Coulter for his approval and signature.

JMC:de
attc.

cc Scott Coulter (with all copies)
I have signed please do
also & document.
JB 3/16/78

RECEIVED
STATE HWY ENGR
MAR 16 '78
REFER TO
FOR
Info | Inter | R/D | D/R | Sign | Act | File

United States Department of the Interior Energy

BONNEVILLE POWER ADMINISTRATION
P.O. Box 3621, PORTLAND, OREGON 97208

In reply refer to: ELMC
Santiam-Chemawa T/L
Contract No. EW-78-F-81-0042
Tract Nos. Sa-C-194, -195

JAN 13 1978

NOTED
JACK L. SOLLIS

Your reference:
Chemawa Indian School
Woodburn-Hayesville Section
Pacific Highway
Marion County
File: 41461

Mr. Jack Cartwright
Utility Office Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Cartwright:

Enclosed are five copies of a trust agreement covering relocation of a section of the Santiam-Chemawa transmission line to accommodate construction of the new Chemawa Indian School.

If the agreement is satisfactory, please have as many copies of the trust agreement dated and signed as you need, plus one for our records, and return with State warrant in the amount of $50,000 advance deposit, made payable to Bonneville Power Administration. The agreement will then be signed for the Administration and your copies returned.

Sincerely,

Margaret M. Kageler

Margaret M. Kageler
Head, Title & Land Management Section
Branch of Land

Enclosure:
Trust Agreement (5)

RECEIVED
JAN 16 1978
RR & UTILITY UNIT

CONSERVE AMERICA'S ENERGY

Save Energy and You Serve America!

7866

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-29-78

FEDERAL AID PROJECT NO.
[illegible]5-5(69)260

STATE PROJECT NO.
See Below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80221

COUNTY NAME
Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	3-13-78	Interstate 5 / Primary 1

GENERAL LOCATION:

"Woodburn - Hayesville (Chemawa Indian School) Section"

BRIEF DESCRIPTION OF WORK:

Utility Adjustment

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE

- ☐ LOCATION ONLY
- ☐ PRLIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify): Utility Adjustment Bonneville Power Administration TEC NTE $142,000- Federal funds $130,980
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's March 13, 1978 letter this will confirm the Verbal authorization of Mr. V. Cusack to proceed with the actual adjustment of BPA's transmission line on an actual cost basis subject to our formal approval of Trust Agreement with BPA.

NOTED & RELEASED

Swan 11-3

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-29-78	G. K. Hammer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

7566

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

March 17, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Trust Agreement
Bonneville Power Administration
Santiam-Chemawa Transmission Line Relocation
Chemawa Indian School
Woodburn-Hayesville Section, Pacific Highway
Marion County
Project No. I-5-5(38)262

On the consent calendar for the March 28 meeting will be a Trust Agreement covering the relocation of a section of Bonneville Power Administration's Santiam-Chemawa transmission line to accommodate the construction of the new Chemawa Indian School.

The cost of relocating the transmission line, estimated to be $142,000, will be reimbursed by the State and the Federal Highway Administration as set forth in a Memorandum of Agreement, dated September 19, 1972, between the Secretary of Interior, the Secretary of Transportation and the State of Oregon. The Memorandum of Agreement covers the exchange of property between the State and the Bureau of Indian Affairs to provide right of way for the reconstruction of the Pacific Highway between the Woodburn and Hayesville Interchanges.

FAI funds for the work under this agreement are estimated at $131,000 with the State providing approximately $11,000 as our share.

I recommend your approval and request authorization to sign the agreement for and on your behalf.

Attachment
bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
George Bell
Walt Barrie
D. H. Moehring
J. B. Boyd
C. O. Fredrickson, V. E. Skoog

.7866

STATE OF OREGON

INTEROFFICE MEMO

January 24, 1978

TO:
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
Surfacing Design - Lab Bldg.
Region 2: C. O. Fredrickson
District 3: R. A. Kuehn
Region 2 Geologist: Elliott Parker
Gerald Wimer (1)
B. L. Gifford

FROM: D. H. Moehring, Manager
Office of Project Management

SUBJECT: PROJECT ASSESSMENT
Woodburn-Hayesville
Interstate 5
Marion County

NOTED
E. S. HUNTER

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Project Management classifies this section as a Category 3 project of Non-major action.

BLG:dpy

Attachment

cc: E. S. Hunter

RECEIVED
TECHNICAL SERVICES
JAN 25 '78
REFER TO
FOR
Info | Issue | R/D | D/R | Sign | Act | File

81-128-1307

Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem, OR 97301

DATE: January 17, 1978

In reply refer to: HB.2-OR

SUBJECT: Oregon Project NO. I-5-5(38)262
Woodburn-Hayesville
Marion County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with Mr. Moehring's December 13, 1977, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

for G. L. Green

cc:
ODOT (Moehring)
OSHD (Region 2, Env)

12-13-77
BEN GIFFORD

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☐ FAE ☐ OPE ☐
JAN 18 1978
File: PM FA
TAA _____ LG OP

RECEIVED
TECHNICAL SERVICES
JAN 18 '78
REFER TO
Proj. Mgt
FOR

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY 3 PROJECT

NON-MAJOR

I-5-5(38) 26.2

PART I. GENERAL INFORMATION

A. Project Identification:

Date December 6, 1977

Section Woodburn-Hayesville

Unit (if appl)

County Marion

City

Highway Interstate 5

State Hwy. No. 1

Termini: M.P.(if appl)

Length

Region 2

Construction Estimate $200,000
Program Amount

B. Purpose of Project:

To relocate a portion of a Bonneville Power Administration Transmission line as a fulfillment of right-of-way obligations to the Chemawa Indian School.

C. Origin & History of Project: As a result of the 6-lane widening of Interstate 5 between the Woodburn and Hayesville interchanges and in anticipation of the construction of the Interstate 305 interchange, it was necessary to acquire right-of-way from the Department of Interior, Bureau of Indian Affairs. In negotiating with the Bureau of Indian Affairs, the Highway Division agreed to acquire land and convey it to the BIA to compensate for right-of-way acquired. This exchange requires the relocation of a portion of the BPA Santiam-Chemawa Transmission line which crosses the additional land.

D. General Description of Project:

Approximately 3000 feet of existing power line would be relocated around an area of proposed construction (see map).

Alignment: New_____ Existing_____ Combined_____

Typical Section: Existing: No. Lanes____; Med.____; Shldrs.____; Parking_____

Proposed: No. Lanes____; Med.____; Shldrs.____; Parking_____

Traffic: Existing Facility: Existing ADT_____; Projected ADT_____; Yr.____

Existing Level of Service_____

Proposed Facility: Projected ADT_____; Yr._____

Projected Level of Service_____

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels_____

Acres_____; Type of Relocation Req._____; No._____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Type of Structure(s):

Brief Description of River or Stream and Type of Involvement, if any:

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

Project was proposed in agreement with the BPA, BIA, FHWA and OSHD.

Location or Design Alternatives (identify and describe):

Several other alignments were proposed, however, these received unfavorable responses from local property owners that would be affected. The proposed alignment (see map) is most favorable since it is entirely within BIA land and would not affect any other properties.

Other Descriptive Information or Comments:

Several transmission towers are involved in the relocation of the line.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

This is a rural area with little natural environment left. There are a couple small areas of Douglas Fir trees in the immediate project area. The area near tower 117 is a ravine through which a small stream flows.

2. Cultural:

The area consists mostly of farms and orchards. The Chemawa Indian School and a small food processor are located nearby. The transmission lines currently cross through a cultivated field which will soon be developed by the Indian School. The newly located line would traverse the edge of the field, with towers located in places where they would be less likely to interfere with farming operations.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None. Only easements would be required.

2. Estimated Impact on Traffic Patterns:

None

Consequences--Air Quality, Noise, Safety, etc.:

3. Estimated Impact on Land Use:

None

Consequences:

4. Expected Impact on Natural Ecological Resources:

Would necessitate the removal of about a dozen Douglas Fir trees at the east edge of the Chemawa property.

Consequences:

Would result in a slight decrease in aesthetic values, but would not result in any loss of wildlife habitat.

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

None

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

N/A

b. Noise Standards

N/A

c. Water Quality Standards

N/A

d. Area Land Use and Transportation Plans, and Zoning

N/A

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	__X__ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

Since this project requires no new right-of-way and would not affect any residences and businesses, this project is considered a non-major action.

D. Recommended Project Category: ____ 1 ____ 2 __X__ 3 ____ 4

PROJECT AREA

N

200 0 100 200

TOWER 118

TOWER 117

AREA OF PROPOSED CONSTRUCTION

EXISTING BPA LINE

TOWER 119

PROPOSED BPA LINE

HAZEL GREEN ROAD

TOWER 120

CHEMAWA INDIAN SCHOOL

Form FHWA 121 (Rev. 5-73)

2366

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem, OR 97301

DATE: January 17, 1978

In reply refer to: HB.2-OR

SUBJECT: Oregon Project NO. I-5-5(38)262
Woodburn-Hayesville
Marion County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br
Oregon Department of Transportation
Salem, Oregon

NOTED
E. S. HUNTER

The subject project assessment submitted with Mr. Moehring's December 13, 1977, letter has been reviewed.

We concur with your finding that the proposed project constitutes a non major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. K. Hansen
for G. L. Green

cc:
ODOT (Moehring)
OSHD (Region 2, Env)

RECEIVED
TECHNICAL SERVICES
JAN 18 '78
REFER TO
Proj. Mgt
FOR
Info | Inv | R/D | D/R | Sign | Act | File

#7866

LEG 3 9

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET SALEM, OREGON 97310 PHONE 378-2026

January 17, 1978

Department of Justice
Trial Division
100 State Office Building
Salem, Oregon 97310

ATTN: Donald M. Howe
ASSISTANT ATTORNEY GENERAL

copy 4
Lg 1007
SD .75

Re: Gordon H. Ball, Inc. v. State of Oregon

Dear Mr. Howe:

As requested in your letter of January 12, 1978, I have investigated the situation regarding material source availability here in Region 2. I do not remember an instance where a circumstance similar to that encountered by Gordon H. Ball in Region 5 occurred, and in discussing the problem with Gerry Wimer, former Region Construction Engineer, he could not recall any circumstance which was similar in nature.

As you know, I was one of the Assistant Region Engineers in Region 5 at the time this contract was in progress and attended some of the hearings which were held by Union County regarding the granting of conditional use permits to Gordon H. Ball, Inc. That particular contract required contractor furnished sources and it did not appear to me that the requirements of the Union County Planning Commission involved any undue delays in the granting of the requested permits.

If I can be of further assistance, please advise.

Sincerely,

C. O. Fredrickson
REGION II ENGINEER

RECEIVED
STATE HWY ENGR
JAN 18 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

COF/dea
cc: H. S. Coulter

NOTED
H.S.COULTER

JAMES A. REDDEN
ATTORNEY GENERAL

NOTED
H. S. COULTER

DEPARTMENT OF JUSTICE
TRIAL DIVISION
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

January 12, 1978

RECEIVED
STATE HWY ENGR
JAN 13 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1-13-78
cy K. [illegible]

Ed Hardt
Region Engineer
P.O. Box 02157
Milwaukie, OR 97222

Re: Gordon H. Ball, Inc. v. State of Oregon

Dear Ed:

The state is being sued by Gordon H. Ball, Inc. on its contract for the construction of the I-5 by-pass at LaGrande, Oregon. The Complaint alleges damages of approximately $1,100,000. One million dollars of the claim is based upon a legal theory that the state was in a superior position to have knowledge that certain property which the contractor wished to use for a material source would not be approved by the Union County Planning Commission for a conditional use permit.

As part of preparation for trial, both sides have the right to ask the other to provide for inspection and copying records relevant to the issue in the lawsuit. In this case the plaintiff, Ball, has asked for

> "All correspondence, memoranda, files or other documents related to any prior highway construction job for the State Division of Transportation where the contractor had difficulty in getting conditional use permits from any public entity within the state."

I would appreciate it if you would check your records and make inquiry among your people to ascertain whether there was in your experience any instance where the contractor had difficulty getting conditional use permits from a public entity.

Please advise me as soon as possible one way or the other.

Sincerely,

Donald J. Howe
Assistant Attorney General

am
cc: [illegible]

7866

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3

P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

Donald J. Howe
Assistant Attorney General
Department of Justice
Trial Division
100 State Office Building
Salem OR 97310

January 17, 1978

Re: Gordon H. Ball, Inc. v. State of Oregon

Copy
LEG +
SB 1009
'75

Dear Don:

In response to your request of January 12, I do not recall where any prior highway construction job for the Oregon Department of Transportation had difficulty in obtaining conditional use permits from local agencies.

This applies to projects prior to the construction of the LaGrande Bypass by Gordon H. Ball, Inc.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

as/cw

cc H. S. Coulter

RECEIVED
STATE HWY ENGR
JAN 18 '78
REFER TO
FOR
Info | Invest | R/D | O/K | Sign | Act | File

7166

2

OREGON STATE HIGHWAY DIVISION

3313 N. E. Frontage Road
The Dalles, Oregon 97058

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 17, 1978

Department of Justice
Mr. James A. Redden, Attorney General
Trial Division
100 State Office Building
Salem, Oregon 97310

ATTENTION: DONALD J. HOWE

Copy
LEG 4
SB 1009
'75

Dear Mr. Howe:

In response to your January 12, 1978 letter inquiring about the possibilities of contractors experiencing difficulties in obtaining Conditional Use Permits in this area.

I, personally have no knowledge of contractors experiencing any difficulties and I have canvassed the two Resident Engineers, Mr. Meritt and Mr. Sawyer and to the best of their knowledge, they are unaware of any problems where a contractor may have had difficulty in obtaining a Conditional Use Permit from any public entity in this area.

If this office can be of any further assistance in this matter please feel free to contact me.

Sincerely,

Mr. Richard S. Hawkins,
District Engineer

RSH:bas

CC: H. S. Coulter
Carl Williams

RECEIVED
STATE HWY ENGR
JAN 18 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

7866

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

December 22, 1977

Mr. Leslie B. Hampton
Assistant Chief Trial Counsel
Department of Justice
106 State Office Building
Salem, OR 97310

Re: Woodburn-Hayesville
Contract No. 7866
Petro Escalation Claim (L-7505)

Dear Les:

In response to your request, we reviewed the financial status of this project and find as follows:

Original authorization	$23,556,600
Increase in authorization approved by Transportation Commission 2-24-76	+ 1,326,000
Revised total authorization	$24,882,600
Actual total project cost as of Post Final Estimate No. 51 dated 5-31-77	$25,199,400

At that time, there was therefore an overrun of $316,800, or 1.26 percent. For further comparison, an additional $300,000 charged to the project would have amounted to 1.2 percent of the existing authorization, and would have resulted in a new total overrun of 2.46 percent.

We also checked the status of Ladd Canyon-N. Powder Contract No. 7857, which had the only other large petro claim. That project had also had an earlier increase in authorization, for other reasons so a $130,000 petro increase on it would have created an overrun of less than 1 percent.

Sincerely,

John A. Bond
Contract Administration Engineer

JAB:fr

cc: H. S. Coulter
Robert Church

RECEIVED
STATE HWY ENGR
DEC 22 '77
REFER TO
FOR

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7866

9

NOTED
H. S. COULTER

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
NOV 17 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

November 17, 1977

Mr. Leslie B. Hampton
Assistant Chief Trial Counsel
Department of Justice
106 State Office Building
Salem, OR 97310

Dear Les:

complete 4 9
file LCQ 1009
SB .75

Re: Petro Escalation
Gordon H. Ball, Inc. v. State of Oregon
Contract No. 7866 (L-7505)

We submit herewith copies of the following items in response to the October 18 letter from Attorney Daniel Skerritt:

1. Copy of a November 1, 1976 list of D.O.T. Officials and Engineers. This is really obsolete today, but I believe is the latest overall list available. The same is true of Organization Charts. I understand they are again being revised and they changed several times during the life of this contract. The last one I find is dated June 1, 1976 and copies of the two charts showing the line from Regions to State Highway Engineer and State Highway Engineer to Commission are attached.

2. A copy of the complete 1964 (Blue Book) Standard Specs. and a copy of the subject contract are attached. I assume the project plans are not pertinent to the Attorney's inquiry.

3. A certified copy of Delegation Order No. 16 listing some 69 separate specific delegated powers is attached.

4. This is a very broad request. Much of the "Management Policy and Procedures Manual" could apply, but it would be quite a task to reproduce the entire manual. We have one copy in our office and copies are available in many of the other D.O.T. offices. We could easily make it available for the Attorney to inspect, if he wishes. Portions of the old Technical Bulletin 19 Construction Manual should also be mentioned. It is obsolete and is being revised now. Extra copies of the entire manual are not available, but we have attached copies of the Title and Table of Contents pages and pages 186, 194, 195, 284g and 284h, portions of which might be pertinent. Here again, we could easily make a copy of the entire manual available for inspection.

5. The only general instruction to field people concerning petro escation that I know of is the May 9, 1974 Circular Letter to Region and Resident Engineers on the subject "Senate Bill 1009, Adjustment of Contract Prices for Petroleum Products." A copy of that letter is attached.

6. (Included in No. 2 above.)

Also included for your information and discretion as to whether it is pertinent to the Attorney's request is a copy of the June 5, 1967 Circular Letter from then State Highway Engineer Forrest Cooper, establishing the Claims Review Board. None of the petro claims were presented to the Board. I don't believe any of the contractors ever requested it and if they had, I doubt that the Board would have gotten involved. It has no precedent for considering more than the individual claims on just a single contract. The petro issue was Statewide and involved several contracts and discretionary policy. They are not based on specifications or contract interpretation.

There is no charge for these materials.

Sincerely,

John A. Bond
Contract Administration Engineer

JAB:fr

Enclosures

cc: H. S. Coulter

786

9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

H. S. COULTER

September 27, 1977

Mr. Leslie B. Hampton
Assistant Chief Trial Counsel
Department of Justice
106 State Office Building
Salem, OR 97310

Gordon H. Ball, Inc. v. State of Oregon
Marion County Circuit Court Case No. 102-183 (L-7505)
Contract Nos. 7660, 7960 and 7866

Dear Les:

In response to your September 19 letter and as discussed, we send you herewith copies of material from our files pertinent to the so-called petro escalation claims in general and to three Gordon Ball contracts.

The general material includes a copy of Mr. Coulter's February 10, 1977 report to the Transportation Commission and its attachments. We note that the complaint uses the plural "contracts" and speaks of claims "in excess of $200,000," so we are including the material we have on two older Ball contracts, Hogan Road-Boring No. 7960 and S.E. Causey-Gladstone No. 7660, both of which were very small claims and were considered denied before the subject was ever taken to the Transportation Commission. You will note those two contracts were listed as "inactive claims denied, or dropped" on the tabulation of all petro escalation claims which was included with the February 10, 1977 report to the Commission. We have three folders of additional material (mostly copies of invoices) on the Woodburn-Hayesville contract No. 7866 claim which is the largest and last claim received under the law. These three contracts are the only Ball contracts eligible under the law.

We kept a general file on "Contract Price Escalation" and copies of several items from it are also attached. All the attached material should give you a fair picture of how the petro escalation subject has been handled. Some additional details if needed are probably available from various other files (field or general). We will gladly assist in any way we can.

RECEIVED
STATE HWY ENGR
SEP 30 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Very truly yours,

John A. Bond, Engineer
Contract Administration Section

JAB:fr
Att.
cc: H. S. Coulter

8606

9

June 8, 1977

Argonaut Insurance Company
250 Middlefield Road
Menlo Park, CA 94025

American Insurance Company
921 S.W. Washington Street
Portland, OR 97205

Attention: Fidelity & Surety Department

Gentlemen:

A post-final payment for $320 will be made to Gordon H. Ball, Inc. on Contract No. 7866 for work on the Woodburn Interchange-Hayesville Interchange Section of the Pacific Highway in Marion County as soon as the warrant is prepared.

The total amount paid on this contract will be $22,446,749.29 including the post-final payment. Of the total, $307,210.21 is for force account.

Very truly yours,

C. W. Read
COORDINATION SERVICES

dda

cc Gordon H. Ball, Inc.
P. O. Box 278
Danville, CA 94526

Attention: Jay Row

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Macek
John Sheldrake

7866a

April 13, 1977

Argonaut Insurance Company
250 Middlefield Road
Menlo Park, CA 94025

The American Insurance Co.
921 S.W. Washington St.
Portland, OR 97205

Gentlemen:

A post-final payment for $492.88 will be made to Gordon H. Ball, Inc. on Contract No. 7866 for work on the Woodburn Intchge.-Hayesville Intchge. Section of the Pacific Highway in Marion County as soon as the warrant is prepared.

The total amount paid on this contract will be $22,446,429.29 including the post-final payment. Of the total $307,210.21 is for force account.

Very truly yours,

C. W. Head
[redacted]

kkr

cc: Gordon H. Ball, Inc.
P. O. Box 278
Danville, CA 94526
Attention: Jay Row

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
John W. Sheldrake

7866

Oregon State Highway Division

ROBERT W. STRAUB
GOVERNOR

HIGHWAY BUILDING, SALEM, OREGON 97310

April 12, 1977

First National Bank of OR
Safekeeping Department
Salem Main Branch
Salem, OR 97301

Re: Gordon H. Ball, Inc.
Contract 7866

This contract has been finalled. This releases the $50,000 securities deposited in lieu of retainage on this project.

Vernon E. Skoog
Controller

by _____
James J. Kinns
Contract Payments Executive

VES:JJK:mm

cc: Gordon H. Ball, Inc.
Wells Fargo Bank

bc: C.W. Head
R. Church
C.W. Barrett

NOTED
C. W. HEAD

7866

March 28, 1977

Gordon H. Ball, Inc.
300 Camille Avenue
Post Office Box 278
Danville, CA 94526

Attention: Mr. Jay Row

Gentlemen:

Woodburn Interchange-Hayesville Interchange
Contract No. 7866
Petro Escalation Claim

At its March 15 meeting, the Transportation Commission considered the question of making some reimbursement for petro escalation claims under ORS 279.332 (1974 Senate Bill 1009). Your claim on the subject project was among those considered.

The decision of the Commission was to deny all such claims, and this is to formally advise you accordingly.

Sincerely,

E. S. Coulter
State Highway Engineer

JAB:fr ia

bc R. A. Burco
F. B. Kiaboe
E. S. Hunter
R. L. Schroeder
C. T. Keasey
John Sheldrake

7866

March 23, 1977

The American Insurance Co.
921 S. W. Washington Street
Portland, OR 97205

Argonaut Insurance Company
250 Middlefield Road
Menlo Park, CA 94025

Gentlemen:

On March 18, 1977, we wrote to you concerning release of final payment on Contract No. 7866 awarded to Gordon H. Ball, Inc. for work on the Woodburn Intchge.-Hayesville Intchge. Section of the Pacific Highway in Marion County.

The total contract amount is $22,445,936.41 including $307,210.21 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

bkr

cc: Gordon H. Ball, Inc.
P. O. Box 278
Danville, CA 94526
Attn: Jay Row

Mr. Emil J. Soderstrom, Project Mgr.
Gordon H. Ball, Inc.
P. O. Box 513
Salem, OR 97308

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
John W. Sheldrake

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: March 16, 1977

FROM: C. T. Keasey for
Construction Engineer

SUBJECT: Highway Project Acceptance

Contract 7866, Work Completed 9/8/76

Project Woodburn Intchge.-Hayesville Intchge.-

Highway Pacific

Count(y)(ies) Marion

Type of Work Grade, Pave, Strs., Signing & Illum.

Contractor Gordon H. Ball, Inc.

Recommended Acceptance Date 3/17/77

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:ljt

cc: E. S. Hunter
~~[illegible]~~
R. W. Ellison
R. D. Church

RECEIVED
STATE HWY ENGR
MAR 17 '77
REFER TO
FOR
Info | Invest. | R/D | S/R | Sign | Act | File

APPROVED
STATE HIGHWAY ENGINEER
Date 3-17-77

Letter sent to surety on 3-18-77.

1-5

FORM 81-734-2039

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

March 11, 1977

Salem, Oregon

FILE: 624-1089

FROM: Fred W. Lucht III
Asst. Res. Engr.

SUBJECT: Woodburn Inter.- Haysville
Inter. Section
Pacific Highway Marion County
Contract # 7866

TO: J.H. Versteeg
Road Design Engineer

re: Reuse of Sign Bridge

Atten: W.G.Beard
Sign DESIGN ENGINEER

The 107.5 foot sign bridge was removed from sta. 1768+25 on the above contract and stored in the Chemawa State owned yard.

The cost of sign bridge on the above contract under BiD Item # 238 was a lump sum of $16,000.00. That price included anchor bolts and installation. The break down of cost's are;

	$16,000.00	total bid item
minus	1,500.00	for delivery and installation
minus	500.00	for anchor bolts, mics. metals and traffic control
Total	$14,000.00	cost to transfer to new contract

The tatal cost to new contract and credit to contract #7866 is $14,000.00.

In May of 1976 a similar sign bridge was transfered from this contract to Pacific E. Under-Xing - N. Columbia Blvd. in Portland. Mr. Paul Reidl, FHWA was contacted on May 17, 1976 and agreed with the cost break down at that time, for this similair sign bridge.

cc John Sheldrake
file

Versteeg
Olson
I Christensen Doc
Scott
Swenson
Savage
Trout

RECEIVED
MAR 14 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☑
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

REFERRED TO

Beard WGB Read
Cole Sample
Eriksen Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

7866

OREGON STATE HIGHWAY DIVISION

February 11, 1977

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

First National Bank of Oregon
Safekeeping Department
Salem Main Branch
Salem, OR 97301

Re: Gordon H. Ball
Contract 7866

We received safekeeping receipt 30312 for $50,000, which replaces receipt 30311 (attached) for $100,000.

This is in accordance with our letter of February 9, 1977 which reduced the retainage requirements on this project to $50,000.

The results of this transaction decreases the amount of deposit on this project by $50,000.

Vernon E. Skoog
Controller

By _____
James J. Kinns
Contract Payments Executive

JJK:mm

Attachement

cc: Gordon H. Ball, Inc.
Wells Fargo Bank

bc: C.W. Head
R. Church
C.W. Barrett (Att.)

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7866

files 1

From the desk of: Feb. 10, 1977
H. Scott Coulter

Oregon Transportation Commission

Gentlemen:

I'll bring this matter before you at the February 15 meeting.

Scott
H. S. Coulter

See: Leg ed SB 416 1975

Leg ed SB 1009 1974

DATE: February 10, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Petro Escalation Claims

The 1974 special session of the Legislature passed Senate Bill 1009 (now ORS 279.332) which allowed the State to compensate contractors for increased costs of petroleum products on which prices increased more than 10 percent. The law applies only to contracts existing prior to January 15, 1974. The law is permissive, saying, "A state agency at its option may modify the provisions of the public contract to increase the contract price so that the petroleum product cost increase is apportioned between the contracting parties in such manner as they may agree." A similar but mandatory law was subsequently passed by the 1975 Legislature, including another year of contracts (up to 1-23-75), but was vetoed by Governor Straub after a strong recommendation from us to do so.

We had 95 contracts eligible for consideration in various stages from those just awarded to some virtually completed. At the time the law was passed, it appeared the petro item with the most potential for price change and total money potential was asphalt. We had about 82,000 tons of asphalt left to use under eligible contracts. The first large request for escalation was made on behalf of the paving subcontractor on Contract No. 7867, Cape Arago-Woodland Drive in Coos Bay. After discussions with the contractor, the State took the position that escalation on the asphalt would be recognized only after the contractor had exhausted all other remedies to secure the needed asphalt at original price quotations. As the 1974 contract paving work was accomplished, most contractors secured asphalt price protection on the work eligible under the law. Minor exceptions were where a contractor or subcontractor had changed suppliers or the work was delayed. The contractor on the Coos Bay contract did not pursue his claim against the State further, and we understand they also secured the asphalt at original prices. A majority of the eligible contracts were completed within one year and by then, of course, all new work was being bid and performed at higher prices.

The price protection on asphalt continued on into 1975 on the remaining old work with at least one large contractor resisting pressure from his supplier for a higher price. (This was the Woodburn-Hayesville project by Gordon Ball Company, and paving there continued on into 1976.)

The end result with respect to asphalt has been that the eligible contracts were completed and with no apparent severe financial hardship on any contractor that we are aware of. In those instances where paving work was added to a contract by change orders, we have repriced the added work in accordance with higher current prices. We believe this, along with our earlier resistance to renegotiating existing contracts, helped preserve the integrity of their bid prices. We contracted a large volume of A.C. paving in 1975 and 1976 at the then higher prices, so logically this later work may have subsidized the completion of the older ones.

A different situation has evolved with respect to other petro products, particularly diesel fuel. Unlike asphalt, the amount of fuel used on our contracts is probably a very small fraction of the total market. Early in 1974, we were expecting fuel allocations and, for some contractors, the basic problem became just getting the necessary fuel at all, regardless of prices. Bidding practices with respect to fuel needs were apparently often less formal than for asphalt, so suppliers had more latitude to raise prices to contractors. Prices increased from about 14 cents per gallon to 37 cents from 1974 to 1976. A graph of the prices documented on the three largest projects is enclosed.

Obviously, the accumulative money effect of these higher prices became most severe on the largest and therefore longest running contracts. (All the contracts eligible under ORS 279.332 have been completed.) We have specific active claims for petro escalation on three contracts.

The largest claim is on the largest and longest (time) project, Woodburn-Hayesville Contract No. 7866. Two others are on Ladd Canyon-N. Powder on I-80N and a smaller one on the last eligible project to be completed, S. Tigard-Tualatin River on I-5.

We have considered for some time the various aspects of these claims, how to respond to them and carry out the legislative intent. There are good arguments both for and against making such adjustments. We have even listed some of these arguments as shown attached. We believe the contractors themselves were divided on the question at the time the legislation was considered.

My conclusion is that some sharing of these large increases in fuel cost would be equitable and appropriate. I suggest the State share in half of the escalation cost that occurred on fuel only (the largest claim is for fuel only, anyhow). Adjustment on this basis would not create any "windfall" profits. The total estimated cost should not exceed $215,000. We would seek federal participation in this.

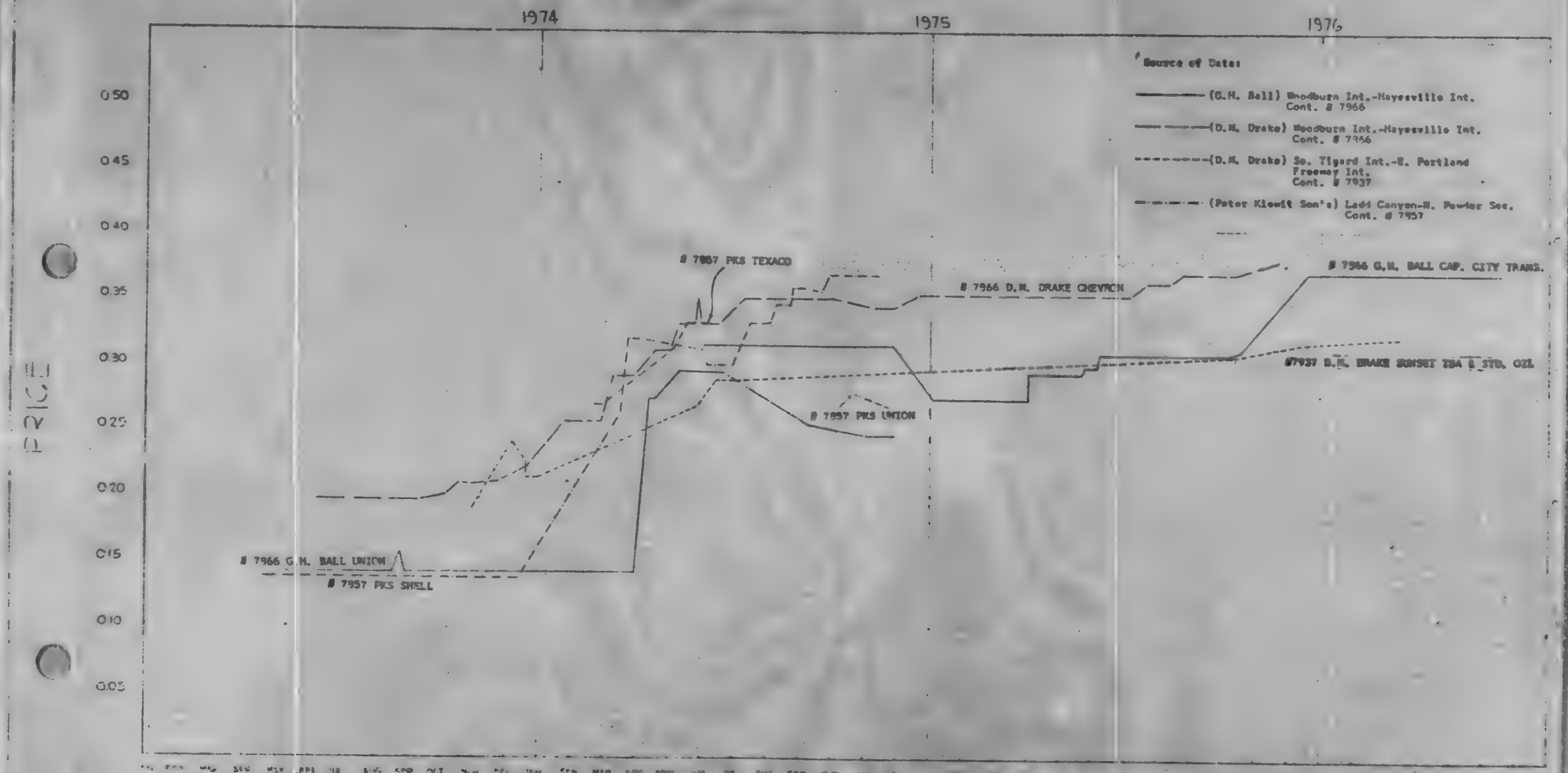
We do not know whether this approach will be agreeable with the contractors, but request your authorization to settle these claims with this objective.

Att.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. [redacted]Klaboe w/att.
E. S. Hunter "
R. L. Schroeder
C. T. Keasey
Walt Barrie "
George Bell
Max Klotz

GRAPH OF THE INCREASED COST/GAL OF DIESEL OIL FROM JAN. 1973 TO AUG. 1976



PETRO ESCALATION CLAIMS (UNDER SB-1009 - 1974)

PROJECT	CONTRACTOR	CONTRACT AMOUNT	PETRO CLAIM AS PRESENTED	VERIFIED AMOUNT 1)	FUEL AMOUNT ONLY VERIFIED, ORIGINAL CONTRACT 2)	% OF CONTRACT AS VERIFIED FUEL ONLY	REMARKS
A C T I V E C L A I M S							
urn-Hayesville	Gordon Ball	$20,340,000	$263,967.17	$302,296.33	$270,916.00	1.33	Claimed for fuel only, and after 10% excluded.
Canyon-N. Powder	Kiewit	8,271,616	183,617.54	166,337.60	130,012.00	1.57	Claim includes more than fuel.
gard-E. Portland eway	Drake	13,308,754	7,074.72	7,782.19	7,470.90	0.06	Claimed for fuel only, and after 10% excluded.
n-Freewater- n. State Line	S. D. Spencer	3,846,802	84,144.64	Not verified	(Details not available no response since 5-6-76)		Claim is for $30,908 asphalt & $53,236 diesel; related to late completion time.
I N A C T I V E C L A I M S - D E N I E D O R D R O P P E D							
Rd.-Boring	Gordon Ball	$ 1,107,247	$ 1,774.38	Not verified	-	(.16)	Denied. Gasoline only.
Arago-Woodland Dr.	Slate	1,405,367	$32/ton asph.	Not verified	-	-	Denied. Apparently dropped.
an's Cr. Slide	Wm. McBee	142,266	782.00	782.00	-	-	$33/ton on 1974 asphalt denied.
Bridge	Workman	721,883	2,356.00	2,356.00	-	-	Claim for $33/ton on 1974 asphalt denied. Subcontract conflict.
Hwy. Jct. edsport)	Laskey-Clifton	137,607	5,016.00	Not verified	-	-	Claim for $32/ton asphalt & propane; subcontract conflict, denied.
St.-Pac. Hwy. land)	Ross Bros.	1,343,103	1,488.00	Not verified	(1488)	(0.1)	Denied.
Causey-Gladstone	Gordon Ball	9,421,581	8,099.00	Not verified	(5618)	(0.06)	Claim for gasoline & CRS-1 Asphalt, dropped.

thout excluding any %.
cludes fuel used for change order work added to contract. No further % reduction.

PETRO ESCALATION CLAIMS (UNDER SB-1009 - 1974)

CONT. NO.	AWARD DATE	PROJECT	CONTRACTOR	CONTRACT AMOUNT	PETRO CLAIM AS PRESENTED	VERIFIED AMOUNT 1)	FUEL AMOUNT ONLY VERIFIED, ORIGINAL CONTRACT 2)	% OF CONTRACT AS VERIFIED FUEL ONLY	RE
				ACTIVE CLAIMS					
7866	3-16-73	Woodburn-Hayesville	Gordon Ball	$20,340,000	$263,967.17	$302,296.33	$270,916.00	1.33	Claimed for and after 10
7857	12-20-72	Ladd Canyon-N. Powder	Kiewit	8,271,616	183,617.54	166,337.60	130,012.00	1.57	Claim includ fuel.
7937	9-19-73	S. Tigard-E. Portland Freeway	Drake	13,308,754	7,074.72	7,782.19	7,470.90	0.06	Claimed for and after 10
7970	11- 1-73	Milton-Freewater-Wash. State Line	S. D. Spencer	3,846,802	84,144.64	Not verified	(Details not available no response since 5-6-76)		Claim is for phalt & $53 related to time.
				INACTIVE CLAIMS - DENIED OR DROPPED					
7960	10-26-76	Hogan Rd.-Boring	Gordon Ball	$ 1,107,247	$ 1,774.38	Not verified	-	(.16)	Denied. Gas
7867	3-30-73	Cape Arago-Woodland Dr.	Slate	1,405,367	$32/ton asph.	Not verified	-	-	Denied. App
7936	9- 7-73	Deadman's Cr. Slide	Wm. McBee	142,266	782.00	782.00	-	-	$33/ton on 1 denied.
78	6-22-73	Button Bridge	Workman	721,883	2,356.00	2,356.00	-	-	Claim for $3 asphalt deni tract confli
7973	12- 5-73	Umpqua Hwy. Jct. (Reedsport)	Laskey-Clifton	137,607	5,016.00	Not verified	-	-	Claim for $3 & propane; $ conflict, de
7799	8-14-72	Park St.-Pac. Hwy. (Ashland)	Ross Bros.	1,343,103	1,488.00	Not verified	(1488)	(0.1)	Denied.
7660	11- 4-71	S.E. Causey-Gladstone	Gordon Ball	9,421,581	8,099.00	Not verified	(5618)	(0.06)	Claim for ga Asphalt, dr

1) Without excluding any %.
2) Excludes fuel used for change order work added to contract. No further % reduction.

ARGUMENTS FOR PETRO ESCALATION ADJUSTMENT

1. Escalation of some prices has in fact occurred and the law permits part of it to be reimbursed.
2. The large claims are from long term projects more vulnerable to unforeseen cost increases not only on petro items, but many others as well.
3. It is inherent in accomplishing large projects that they be undertaken by large firms. Only a few larger firms have the necessary resources to risk and the expertise to build them.
4. The contractors with the two large claims probably suffered large losses on the projects anyway. The petro escalation increased their losses.
5. At least one of the contractors (Ball) has apparently diligently resisted asphalt price increases (Any petro adjustment made would presumably be complete and final for all claims).
6. The Department encouraged the veto of a subsequent law which would have made escalation reimbursement mandatory. It behooves the Department to show that under the earlier permissive law it has acted fairly. This would be in the long range best interest of public by keeping a reputation of fair dealing with contractors so that they can bid at lowest prices with minimum of contingencies for unknowns.
7. Insisting on more formal fuel quotations and supply contracts at the time of bidding may well have resulted in higher initial pricing of these items.
8. Fuel availability and pricing had been quite stable prior to 1973. It is not reasonable to expect contractors to anticipate the increases that occurred within the next two years and even had this been possible, higher bid prices would have resulted.

9. In late 1973 and 1974 when rapid escalation of fuel prices occurred, there was the added problem of obtaining it at all. The State benefited from the contractors' successful efforts to obtain the necessary fuel to keep projects going and the potential loss to public (had they been unsuccessful) would have perhaps exceeded the direct cost escalation.
10. Adjustment for something less than 90 percent of the increase and with higher beginning level prices for comparison in some cases and limited to <u>fuel only</u> (and with no allowance for interest value during the interim since the costs were incurred by the contractors) would be a very conservative basis of final settlement if it can be negotiated.
11. A negotiated settlement without legal costs or detailed auditing costs or publicity would be the least costly to State.

JAB:fr
11/12/76

ARGUMENTS AGAINST PETRO ESCALATION ADJUSTMENT

1. Contractors involved did not suffer catastrophic results. They are in fact still in business.
2. The two large claims are from large out-of-State firms with diverse interests other than construction.
3. By holding back on recognizing any escalation obligation, price protection to contractors on asphalt may have been enhanced.
4. Loss or increase in cost from fuel escalation is merely one of many factors that could affect cost and profitability, or lack of it, on any project.
5. The Legislative concern at time law was passed may have been focused on asphalt pricing. Escalation on asphalt is not involved on the large claims.
6. To single out petro items for price escalation ignores the large cost increases that occurred in other components such as re-bar.
7. There is no guarantee of getting Federal participation in an adjustment. Specific Federal approval at a high level will be required.
8. Contractors should have had more formal and enforceable fuel contracts at time of bidding.
9. State has paid fair and current prices for all unforeseen work added to these contracts by change orders. It is only the original contract work bid in a free enterprise competitive manner which is involved in the escalation question.
10. At least one Oregon contractor (Cascade Construction Co.) that did significant work as a subcontractor on one of the eligible projects has not claimed escalation.

JAB:fr

11/12/76

7866

OREGON STATE HIGHWAY DIVISION

February 9, 1977

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

Gordon H. Ball, Inc.
PO Box 278
Danville, CA 94526

Re: Contract 7866

Retainage requirements on this contract have been reduced to $50,000. You presently have $100,000 deposited in lieu of retainage on this project, $50,000 may be released.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

By _____
James J. Kinns
Contract Payments Executive

JJK:mm

cc: First National Bank of Oregon
Wells Fargo Bank

NOTED
C. W. HEAD

bc: C.W. Head
R. Church
C.W. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

78606

OREGON STATE HIGHWAY DIVISION

January 13, 1977

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

First National Bank of Oregon
Safekeeping Department
Salem Main Branch
Salem, OR 97301

Re: Gordon H. Ball
Contract 7866

We received safekeeping receipt 30311 for $100,000 which replaces receipt 30307 for $250,000.

This is in accordance with our letter of December 8, 1976 which reduced the retainage requirements on this project to $100,000.

The results of this transaction decreases the amount on deposit by $150,000.

Vernon E. Skoog,
Controller

By _____
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Gordon H. Ball, Inc.
Wells Fargo Bank

NOTED
C. W. HEAD

bc: C.W. Head (Att.)
R. Church
C. Barrett(Att.)

1 FIRST NATIONAL BANK OF OREGON

SAFEKEEPING DEPARTMENT

30311

[ ] DEPOSITED AND PLEDGED. The securities listed are deposited by depository bank to secure the repayment of funds deposited with

by _____

and are to be held, released, surrendered and delivered in the manner prescribed by the laws of the State of Oregon with reference thereto. The custodian bank shall give the said securities only the care ordinarily given to special deposits of this character.

[XX] DEPOSITED. The securities listed are to be held in safekeeping and delivered upon proper receipt therefor from the owner or the authorized representative of the owner. The income from said securities shall be disposed of as indicated. The bank shall give the said securities only the care ordinarily given to special deposits of this character.

_____
AUTHORIZED SIGNATURE

NOT NEGOTIABLE: THIS RECEIPT MUST BE PRESENTED WHEN SAFEKEEPING SECURITIES ARE WITHDRAWN.

NAME Gordon H. Ball, Inc. SECURITY NO. TCD#0020010427 ACCOUNT NO. TAX CLASS KEYPUNCH ONLY 1 D/C C

DATE 1-10-77

DISPOSITION OF INCOME _____

NO VAULT

UNIT SHARES FACE VALUE $100,000.00

Renewal of TCD#00200007647 due 1-10-77

less $150,000.00 released. to contractor.

New certificate dated 1-10-77 to mature

2-9-77, pbl to Wells Fargo Bank, Escrow

Agent for Gordon H. Ball, Inc. UTC#G714.

Release only upon written authorization from

Oregon State Highway Dept.

ENTRY AMOUNT

PREPARED BY S.White

APPROVED BY J. Olsen.

SECURITIES REC'D BY _____

DEPOSIT ADVICE
OCR DOCUMENT

30311

29100056

7866

FORM C-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: WOODBURN INTERCHANGE HAYESVILLE INTER. SEC.		WEEK ENDING: January 8, 1977 SECTION PREFIX: 624-1089
HIGHWAY: PACIFIC (I-5)		COUNTY: MARION
NAME OF JOB: WOODBURN INTER.-HAYESVILLE SEC.	KIND OF WORK: GRADING, PAVING, STRUCT., SIGN & ILLUMINATION	
CONTRACTOR: GORDON H. BALL, INC.	CONTRACT NUMBER: 7866	FEDERAL AID PROJECT NUMBER: I-5-5(36)260
DATE OF CONTRACT: MARCH 16, 1973	DATE WORK STARTED: APRIL 9, 1973	ESTIMATED COMPLETION DATE: (B) 8-31-76 (C) 9-8-76
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: SUPERVISION:	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS	WORK DAYS USED CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 24,882,611.50	SPECIFIED COMPLETION DATE (A)7-15-74 (B)9-28-75 (C)5-26-76	PERCENT OF TIME ELAPSED (A)100% (B)100% (C)100%
EXCLUSIVE OF ENGINEERING: $ 22,682,611.50	ENGINEERING AUTHORIZATION $ 2,200,000	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 22,966,815.85	ENGINEERING COST TO DATE $ 2,255,142	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: OVERRUN 1.25 %	PERCENT OF AUTHORIZATION 102.5 %	DATE PROJECT WAS COMPLETED: 9-8-76

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	PCC PAVING
100%	100%	100%	100%	100%	100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PCC PAVING
MILES IN PROJECT	13.33	13.33	13.33		13.33
MILES PARTIALLY COMPLETED	13.33	13.33	13.33		13.33
MILES COMPLETED	13.33	13.33	13.33		13.33
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,555.000	523,000	322,300		124,840
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7802A	7803A	7847A	7849A	7856A	7858A	7851A	7852A
	7853A	7855B	7855C	7855D	16086	16086A	7854C	
PERCENT	100%	100%	100%	100%	100%	100%	100%	100%

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	2	Ocast, shwrs			
MONDAY	3	Ocast, cold			
TUESDAY	4	Ocast, cold			
WEDNESDAY	5	Clear, cold			
THURSDAY	6	Clear, cold			
FRIDAY	7	Clear, cold			
SATURDAY	8				

Routing: Keasey, Bond, Jackmond, Harwood, Johnsen, Walker, Richards, Glenn, Berg

RECEIVED
JAN 11 1977
CONSTRUCTION SECTION

GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Estimate turned in Monday, Jamary 3, 1977.

SIGNED _____ LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

7866

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #7866

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 6, 1977

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Petro Escalation
Woodburn-Hayesville
Contract No. 7866

TO: MEMO TO THE FILE

NOTED
E. S. HUNTER

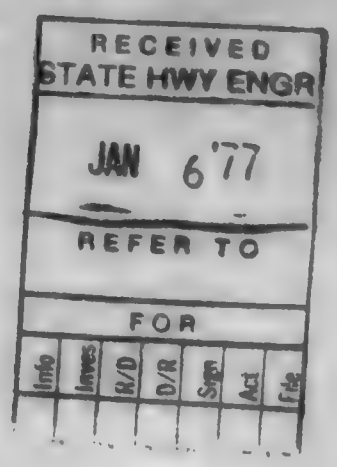
There have been several references in the past to a possible asphalt escalation claim from the Gordon Ball Company on this project. The Company has presented a fuel escalation claim covering diesel and gasoline, but made it known that there was a potential asphalt escalation claim as well, if they were unsuccessful in resisting paying additional asphalt costs requested by their supplier. I was advised by Mr. Jay Rowe of the Gordon Ball Company by phone this week that this asphalt matter has been resolved in the Company's favor. A suit and counter-suit have been dropped and there will be no asphalt escalation claim.

This is further evidenced by the contractor signing Price Agreement No. 106 which covers a price adjustment on a quantity of overrun A.C. mix. This price agreement includes the statement that it is complete and final settlement of any and all claims on the project with the exception of the gasoline and diesel fuel claim only.

Mr. Rowe called me asking the status of their petro claim. I advised him what I knew on the matter to the effect that it had to be a very high level decision, that the overall problem would likely go to the Transportation Commission for consideration and that I understood some further fact-finding as to what other states had done in this respect was being pursued. Mr. Rowe was very understanding of this and indicated that he would call again in a few weeks.

JAB:fr

cc: E. S. Hunter
C. T. Keasey



279.320 Condition concerning payment for medical care and attention to employes. Every public contract shall also contain a condition that the contractor shall promptly, as due, make payment to any person, copartnership, association or corporation, furnishing medical, surgical and hospital care or other needed care and attention, incident to sickness or injury, to the employes of such contractor, of all sums which the contractor agrees to pay for such services and all moneys and sums which the contractor collected or deducted from the wages of his employes pursuant to any law, contract or agreement for the purpose of providing or paying for such service.
[Amended by 1967 c.359 s.687]

279.324 Definitions for ORS 279.324 to 279.332. As used in ORS 279.324 to 279.332 "labor dispute" means a labor dispute as defined in ORS 662.010.
[Amended by 1973 c.738 s.1; 1975 c.771 s.20]

279.326 Agreement to terminate contract. The public body and the contractor that are parties to a public contract may agree to terminate the contract:

(1) If work under the contract is suspended by an order of a public agency for any reason considered to be in the public interest other than by a labor dispute or by reason of any third party judicial proceeding relating to the work other than a suit or action filed in regards to a labor dispute; and

(2) If the circumstances or conditions are such that it is impracticable within a reasonable time to proceed with a substantial portion of the public works.
[Amended by 1973 c.738 s.2]

279.328 Extension and compensation when work suspended in certain cases. If work under a contract is suspended pursuant to subsection (1) of ORS 279.326, and is not the result of a labor dispute but the contract is not terminated, the contractor is entitled to a reasonable extension of the contract time and reasonable compensation for all costs resulting from the suspension plus a reasonable allowance for overhead with respect to such costs.
[Amended by 1973 c.738 s.3]

279.330 Compensation when contract terminated. In the event of termination of a public contract pursuant to ORS 279.326, provision shall be made for the payment of compensation to the contractor. In addition to a reasonable amount of compensation for preparatory work and for all costs and expenses arising out of termination, the amount to be paid to the contractor:

(1) Shall be determined on the basis of the contract price in the case of any fully completed separate item or portion of the work for which there is a separate or unit contract price; and

(2) May, with respect to any other work, be a percent of the contract price equal to the percentage of the work completed.
[Amended by 1973 c.738 s.4]

279.332 Contractual provisions for compensation when contract terminated due to public interest. Any public body may provide in any public works contract detailed provisions under which the contractor shall be entitled, as a matter of right, to compensation upon termination of the contract on account of any reason considered to be in the public interest.
[Amended by 1973 c.738 s.5]

Note: Section 2, chapter 32, Oregon Laws 1974 s.s. provides:

Sec. 2. (1) Whenever the actual cost to a contractor for procuring any petroleum product required in the performance of a public contract increases by more than 10 percent over the price of the product paid by the contractor on the date the contract was awarded, a state agency at its option may modify the provisions of the public contract to increase the contract price so that the petroleum product cost increase is apportioned between the contracting parties in such manner as they may agree.

(2) As used in this section:

(a) "Contractor" means any person engaged in the performance of a public contract.

(b) "Petroleum product" means crude oil or any refined or unrefined derivative thereof.

(c) "State agency" means any elected or appointed officer, board, commission, department, institution, branch or other agency of the state government.

(3) When the Legislative Assembly is not in session, a state agency that seeks to modify the contract provisions of a public contract under this section must obtain approval of the Emergency Board for the proposed modification if costs incurred as a result of negotiations concerning modification of contract price will necessitate additional budgetary appropriation for a state agency.

(4) This section shall not apply to any public contract awarded after January 15, 1974.

279.333 Application of ORS 279.324 to 279.330. ORS 279.324 to 279.330 shall not apply to suspension of the work or termination of the contract which occur as a result of the contractor's violation of federal, state or local statutes, ordinances, rules or regulations in existence at the time the contract was executed or as a result of violations of the terms of the contract.
[1973 c.738 s.6]

vetoed

A-ENGROSSED
Enrolled

Senate Bill 416

Ordered by the Senate April 30
(Including Amendments by Senate April 30)

Sponsored by COMMITTEE ON STATE AND FEDERAL AFFAIRS/RULES

CHAPTER.....

AN ACT

Relating to public contracts; amending section 2, chapter 32, Oregon Laws 1974; and declaring an emergency.

Be It Enacted by the People of the State of Oregon:

Section 1. Section 2, chapter 32, Oregon Laws 1974, is amended to read:

Sec. 2. (1) Whenever the actual cost to a contractor for procuring any petroleum product required in the performance of a public contract increases by more than 10 percent [*over*] **from** the price of the product [*paid*] **utilized** by the contractor [*on the date the contract was awarded*] **in the computation of the amount bid for such contract**, a state agency [*at its option*] **shall and a public agency** may modify the provisions of the public contract to increase the contract price so that the petroleum product cost increase is apportioned between the contracting parties in such manner as [*they may agree*] **is equitable in the circumstances. The burden of proof as to the amount of such increase shall in all cases be on the contractor.**

(2) As used in this section:

(a) "Contractor" means any person engaged in the performance of a public contract **for the construction of a public improvement as that term is defined in subsection (3) of ORS 279.010**.

(b) "Petroleum product" means [*crude oil or any refined or unrefined derivative thereof.*] **natural gas, liquid asphalt and fuels derived from crude oil.**

(c) "Public agency" means the governing body of any city, county, school district or port district.

[*(c)*] **(d)** "State agency" means any elected or appointed officer, board, commission, department, institution, branch or other agency of the state government.

(3) Notwithstanding the provisions of subsection (1) of this section, when the Legislative Assembly is not in session, a state agency that seeks to modify the contract provisions of a public contract under this section must obtain approval of the Emergency Board for the proposed modification if costs incurred as a result of negotiations concerning modification of contract price will necessitate additional budgetary appropriation for a state agency.

(4) This section shall not apply to any public contract awarded after [*January 15, 1974.*] **January 23, 1975.**

SECTION 2. This Act being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this Act takes effect on its passage.

for fiscal year 1976 $41.6 mil[illegible] from the Highway Construction and Maintenance Fund to operate the Highway Department. This was $12.4 million less than the $54 million the Department requested when it submitted its budget.

Specifically, maintenance operations were appropriated $16.2 million ($22 million requested), administration, land and buildings, equipment purchases, etc. received $14.8 million ($16.3 million requested), $2.8 million was appropriated for state construction projects ($7.9 million requested) and $7.8 million was appropriated to match federal highway money for Utah ($7.8 million requested).

The Legislature also made a special one-time appropriation of $3.6 million from the General Fund to match federal highway funds recently released by President Ford. This is the first time in recent history that Utah's highway program has been funded from a source other than the Highway Construction and Maintenance Fund.

ENERGY PACKAGE

Four bills, jointly referred to as the "energy package," allow Utah to better meet the service demands imposed upon state and local governments by the massive energy developments such as the Kaiparowits power plant. This legislation empowers the State Road Commission (State Transportation Commission after July 1) to designate roads to energy and other major developments as state highways or state collector highways.

The "energy package" also allows developers to pre-pay sales and use taxes and these taxes may be used to build roads and schools and provide other government services. This is the first time that revenue from sales taxes could be used for state road building. This package now allows state and local governments to effectively plan and build in advance to meet the tremendous impact of major developments.

EMPLOYEE PAY RAISE

The Legislature approved an across-the-board cost-of-living adjustment of 8% in the salaries of all state employees. An adjustment in the wage plan was also approved, meaning an increase in addition to the 8% increase. This figure, however, will vary with the individual employee, ranging from no additional increase up to about a 3% increase in addition to the cost-of-living increase. Most employees will gain a net increase in salary of about 9.75%. The increase will be effective July 1.

TRAFFIC REGULATIONS

Utah's traffic code was changed to bring Utah into closer compliance with the uniform vehicle code of the National Committee on Uniform Traffic Laws and Ordinances. Utah, like most western states, is still not in complete compliance because it allows right turns on a red light.

Some of the important changes in the traffic code include a provision which allows the Department to have property owners remove trees and shrubs that block driver's vision or otherwise are a traffic hazard, changes in state law concerning striping and signing (these changes bring Utah's law into compliance with the Manual on Uniform Traffic Control Devices) and clarification of right-of-way at uncontrolled intersections.

The law has also been changed so that a vehicle entering an intersection on an amber light has the right-of-way until it clears the intersection. In the past, if the vehicle was still in the intersection when the light turned red, the driver could be cited.

COLLECTOR ROAD MAINTENANCE FUND

Cities and counties may now use up to 25% of their Collector Road money for maintenance activities. The old limit was 10%. The Highway Department administers the Collector Road Fund.

passed by the Utah Legislature

OIL PRICE ADJUSTMENT

Contractors for the state who were "caught" by the rapid increase in oil prices can be reimbursed for the extra expense. If the price of a petroleum product increased more than 20% on any contract let between January 1972 and November 1973, the contractor may apply to the state for reimbursement.

OVERWEIGHT PERMITS

The overweight permit fee was

CENTER LINE
VOL. 6 NO. 4 APRIL, 1975
PUBLISHED MONTHLY BY THE UTAH STATE DEPARTMENT OF HIGHWAYS
STATE OFFICE BUILDING,
SALT LAKE CITY, UTAH 84114

Routing
1 Keesey
2 Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
MAY 19 1975
CONSTRUCTION SECTION
Seal
Gram
Berg

[No. 43398. En Banc. APR 17 1975

THE CITY OF TACOMA et al, Petitioners, v. ROBERT S. O'BRIEN, as Treasurer, Respondent, THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA, INC., et al, Intervenors.

[1] Courts--Mandamus--Supreme Court--Jurisdiction. The nonexclusive original jurisdiction given the Supreme Court in mandamus as to all state officers by Const. art. 4, § 4 may be exercised by the court depending upon the nature of the interests involved. Consideration will be given to challenges to the constitutionality of statutes and to matters concerning the expenditure of public funds, among others, in determining whether the issue is of sufficient public significance to justify the Supreme Court's exercise of original jurisdiction.

[2] Mandamus--Nature--Prohibition. Mandamus may be utilized to prohibit a public officer from doing a specific act.

[3] Parties--Standing--Taxpayers' Suit. A taxpayer, for purposes of challenging the legality of a statute affecting the expenditure of public funds or a public officer's action under such a statute, may be either a person or a governmental entity and need not show any direct, special, or pecuniary interest

RECEIVED
MAY 1 1 1975
SUPREME COURT DIVISION

cc: Greason 4/22/75
Peeples, S.Gen.
Williford Acc. 50

Cusack ✓
Hoodspeth —
Walsh —

Routing
1 Keesey
2 Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
MAY 19 1975
CONSTRUCTION SECTION
Scot eld
Glenn
Berg

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in the outcome of such an action. The only condition precedent to maintaining the action is that the Attorney General first refuse a request to institute the action.

[4] Statutes--Legislative Findings--Determinations--Adjudicatory. While the legislature is empowered to make findings of fact, any determination calling for a legal conclusion, involving the element of adjudication, or construing the meaning and scope of the constitution is exclusively a judicial function.

[5] Contracts--Statutes--Legislative Findings--Performance of Contract. A determination that compliance with existing contractual terms has become an economic impossibility is a judicial function.

[6] Contracts--Public Works Contracts--Legislative Relief From Petroleum Cost--Validity. Laws of 1974, 1st Ex. Sess., ch. 194 (RCW 39.04.140), which grants relief to public contractors affected by increased petroleum prices, violates the doctrine of the separation of governmental powers and is void.

Utter and Horowitz, JJ., did not participate in the disposition of this case.

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No. 43398.

Application filed in the Supreme Court August 13, 1974, for a writ of mandamus. Granted.

IN THE SUPREME COURT OF THE STATE OF WASHINGTON

THE CITY OF TACOMA, THE COUNTY OF PIERCE, THE CITY OF LACEY and FLOYD OLES, Petitioners, v. ROBERT S. O'BRIEN, State Treasurer, Respondent.	)	No. 43398 EN BANC FILED APR 17 1975

BRACHTENBACH, J.--Petitioners, two cities, a county and an individual taxpayer, seek a writ of mandamus to prohibit the state treasurer from disbursing funds pursuant to Laws of 1974, 1st Ex. Sess., ch. 194. Various affected parties intervened. The writ shall issue.

The challenged legislation, set out in the appendix, was enacted for the purpose of relieving public works contractors, whose contracts were awarded prior to November 1, 1973, from financial hardship caused by the substantial increase in the cost of petroleum products. As relevant to this case, the act

provides that where the cost of petroleum products needed for the performance of a public works contract increased by more than 20 percent over the price at the time of contracting, the contractor can either terminate the entire contract or delete that portion of the contract requiring such products. The contractor's authorization to terminate or delete is subject to the following qualification. If the contractor elects to terminate or delete, the state or municipality can nevertheless require completion of the contract if completion is in the public interest, but the state or municipality must then pay 80 percent of the increased petroleum costs. The act applies only to contracts awarded prior to November 1, 1973. According to the stipulated facts in this action, more than 35 notices of termination or deletion have been received by the state. In nine instances the state determined that performance was in the public interest and agreed to pay 80 percent of the increased costs. It is with respect to these payments that petitioners seek mandamus.

Two procedural matters must be addressed at the outset, the first pertaining to mandamus. Article 4, section 4 of our state constitution gives to this court original jurisdiction in mandamus as to all state officers, but that jurisdiction is not exclusive. Whether this court will exercise original jurisdiction depends upon the nature of the interests involved. State ex rel. Malmo v. Case, 25 Wn.2d 118, 169 P.2d 623 (1946). Because this case concerns the constitutionality of a statute and

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invclves issues relating to the expenditure of public funds, we consider the matter to be of sufficient public importance to warrant our exercise of original jurisdiction. Also, while it is true that mandamus is ordinarily used to compel a public officer to perform a duty required by law, this court has previously determined that the writ may also be used to prohibit the doing of an act. State ex rel. O'Connell v. Yelle, 51 Wn. 2d 620, 320 P.2d 1086 (1958). Therefore, we conclude that the case is properly before this court.

Also raised is the issue of petitioners' standing to bring this action. Petitioners brought this action as taxpayers. It is well settled that taxpayers, in order to obtain standing to challenge the act of a public official, need allege no direct, special or pecuniary interest in the outcome of their action, there being only a condition precedent to such standing that the Attorney General first decline a request to institute the action. Reiter v. Wallgren, 28 Wn.2d 872, 184 P.2d 571 (1947); Fransen v. State Board of Natural Resources, 66 Wn.2d 672, 404 P.2d 432 (1965). That condition was met in this case, and we perceive no justifiable reason to apply a different standard where a county or municipality brings the action. In this case a question is raised as to the propriety of a rather substantial expenditure of public funds, and it should not matter whether that question is raised by a private citizen or a governmental entity.

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Petitioners' principal contention is that disbursements made pursuant to the act would constitute gifts of public funds and would violate article 2, section 25, of the state constitution, which provides:

> The legislature shall never grant any extra compensation to any public officer, agent, employee, servant, or contractor, after the services shall have been rendered, or the contract entered into, nor shall the compensation of any public officer be increased or diminished during his term of office. Nothing in this section shall be deemed to prevent increases in pensions after such pensions shall have been granted.

and article 8, section 5, which provides:

> The credit of the state shall not, in any manner be given or loaned to, or in aid of, any individual, association, company or corporation.

The response to this constitutional challenge is based upon a statement in the introductory section of the act:

> The legislature finds . . . that the increase in the price of petroleum products resulting from the world wide shortage of crude oil has created a condition which has rendered performance by contractors of many public works contracts economically impossible . . . .

Laws of 1974, 1st Ex. Sess., ch. 194.

It is argued that the legislature's finding of economic impossibility is conclusive and that economic impossibility excused the contractors from completing performance under the existing contracts. It follows from that premise that disbursements made pursuant to the challenged act would merely be consideration for new contractual obligations and, therefore, not violative of constitutional proscriptions against legislative gifts of public funds. This theory rests, of course, upon the

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Laws of 1974, 1st Ex. Sess., ch. 194.

It is argued that the legislature's finding of economic impossibility is conclusive and that economic impossibility excused the contractors from completing performance under the existing contracts. It follows from that premise that disbursements made pursuant to the challenged act would merely be consideration for new contractual obligations and, therefore, not violative of constitutional proscriptions against legislative [illegible] upon the

validity of the legislature's "finding" that performance of certain contracts had become economically impossible. Parenthetically we note that regarding the contracts in the record the state's 80 percent share of increased petroleum costs was only .0233 percent of the total contract prices. The theory fails because the legislature has no power to make such a judicial determination.

Legislatures must necessarily make inquiries and factual determinations as an incident to the process of making law, and courts ordinarily will not controvert or even question legislative findings of facts. For example, in State ex rel. Govan v. Clausen, 108 Wash. 133, 183 P. 115 (1919), where the legislature had appropriated funds for the payment of services and materials furnished to the state and stated in the act that payment had not been made, this court declined to undertake a separate judicial determination as to whether payment had in fact previously been made. Similarly, courts will not inquire into a legislative determination that salmon caught outside state boundaries are indistinguishable from those caught within territorial waters, Frach v. Schoettler, 46 Wn.2d 281, 280 P.2d 1038 (1955); that a particular use of natural gas is wasteful, Townsend v. State, 147 Ind. 624, 47 N.E. 19 (1897); that cattle are infested with the cattle fever tick, McSween v. State Live Stock Sanitary Bd. of Florida, 97 Fla. 750, 122 So. 239 (1929); or that certain public conditions exist, Block v. Hirsh, 256 U.S. 135, 65 L. Ed. 865. 41 S. Ct. 458 (1921).

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While a court will not controvert legislative findings of fact, the legislature is precluded by the constitutional doctrine of separation of powers from making judicial determinations. Courts have generally recognized the distinction between legislative and judicial determinations and have carefully preserved judicial functions from legislative encroachment. For example, in Washington State Highway Comm'n v. Pacific Northwest Bell Tel. Co., 59 Wn.2d 216, 222, 367 P.2d 605 (1961), this court declared: "The construction of the meaning and scope of a constitutional provision is exclusively a judicial function." In Plummer v. Gaines, 70 Wn.2d 53, 58, 422 P.2d 17 (1966), this court stated:

> [T]he legislature may not determine what constitutes a "general election" within the purview of a constitutional provision, for such a determination involves an interpretive process or function which, in the final legal analysis, under our system of government, is reposed in the judicial branch.

Courts from other jurisdictions have declared that the legislature cannot determine the existence of liability under insurance policies, State Farm Mut. Auto. Ins. Co. v. Christensen, 88 Nev. 160, 494 P.2d 552 (1972); cannot declare conclusively what constitutes "adulterated food," State v. A. J. Bayless Mkts., Inc., 86 Ariz. 193, 342 P.2d 1088 (1959); cannot interpret provisions of a will, Hartford v. Larrabee Fund Ass'n, 161 Conn. 312, 288 A.2d 71 (1971); cannot determine whether a particular use of property is "charitable," People ex rel. Nordlund v. Ass'n of the Winnebago Home for the Aged, 40 Ill.2d 91, 237 N.E.2d 533

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(1968); cannot determine what constitutes "just compensation," State Plant Bd. v. Smith, 110 So. 2d 401 (Fla. 1959); Buffalo v. J. W. Clement Co., 28 N.Y.2d 241, 269 N.E.2d 895, 321 N.Y.S.2d 345 (1971); cannot determine legal liability in a tort case, Koehler v. Massell, 229 Ga. 359, 191 S.E.2d 830 (1972); and cannot determine who is entitled to office in a disputed election, State ex rel. Worrell v. Carr, 129 Ind. 44, 28 N.E. 88 (1891).

All these cases involve the element of adjudication, and we believe that a finding of "economic impossibility" is similarly adjudicatory. A legislature can declare that economic impossibility shall constitute, in the future, a defense in actions involving contractual disputes. A legislature can find that a worldwide shortage of petroleum exists. Finding that existing contracts, entered into at least 6 months prior to the legislation, have become economically impossible to perform, however, is a legal conclusion, a result which follows from examination and consideration of circumstances in a particular case and interpretation and application of legal principles to those facts. As Mr. Justice Holmes wrote in Prentis v. Atlantic Coast Line Co, 211 U.S. 210, 226, 53 L. Ed. 150, 29 S. Ct. 67 (1908):

> A judicial inquiry investigates, declares and enforces liabilities as they stand on present or past facts and under laws supposed already to exist. That is its purpose and end. Legislation on the other hand looks to the future and changes existing conditions by making a new rule to be applied thereafter . . .

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We hold, therefore, that making a determination of economic impossibility is a function exclusively judicial, and a legislative attempt to make such an adjudication violates the separation of powers doctrine and is void. It follows that the challenged act is invalid.

As a final matter, it is noted that the act contains a severability clause and the argument is made that the contractors' right to terminate their contractual obligations would remain, even where the section providing for extra compensation is found unconstitutional. Our holding that the legislature cannot adjudicate with respect to contractual obligations disposes of the severability argument.

A writ shall issue, directed to the state treasurer, prohibiting him from honoring any warrants or paying any funds pursuant to the terms of Laws of 1974, 1st Ex. Sess., ch. 194.

Brachtenbach, J.

WE CONCUR:

STAFFORD, C.J. — HAMILTON, J.

FINLEY, J. — WRIGHT, J.

ROSELLINI, J.

HUNTER, J. — CUNNINGHAM, J.P.T.

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APPENDIX

NEW SECTION. Section 1. There is added to chapter 39.04 RCW a new section to read as follows:

(1) The legislature finds (a) that the increase in the price of petroleum products resulting from the world wide shortage of crude oil has created a condition which has rendered performance by contractors of many public works contracts economically impossible and (b) that provision should be made to provide for the orderly termination of such contracts; the deletion of work affected by petroleum prices without the necessity of litigation; or, alternatively at the election of any contracting agency, the continuation of the contract with the agency assuming a share of the increased petroleum costs.

(2) Whenever the state or any municipality shall have awarded any public works contract during the performance of which (a) any legally enforceable private agreement or contractual arrangement between either the contractor or a first tier subcontractor and his suppliers of crude oil, residual fuel oil, refined petroleum products, or asphalt required in order to complete performance of the public works contract are superseded, with resulting increased costs of performance of the public works contract, by force majeure regulations, rules, allocations, or rulings issued by any federal, state, or other agency acting pursuant to any federal or state economic stabilization act, petroleum allocation act, or other legislation authorizing the same; or (b) the cost of petroleum products for which has increased by more than twenty percent over the current market price thereof as the date of contract award, then the contractor may elect to terminate the contract in its entirety or to delete such portions of the work from the contract, and the state or municipality shall pay the contractor for all work performed prior to the date of termination of the contract or deletion of such work. The state or municipality shall also pay the contractor for all acceptable materials ordered by the contractor and delivered on the work site prior to the termination of the contract or deletion of such work by the contractor. Such materials shall be purchased from the contractor by the state or the municipality at the actual cost of such material to the contractor and shall thereupon become the property of the state or municipality. No payment shall be made to the contractor for overhead costs or anticipated profits as to work not performed as a result of deletion of such work or termination of the contract. Amounts retained and accumulated under RCW 60.28.010 shall be held for a period of thirty days following the election of the contractor to terminate the contract in its entirety: PROVIDED, That if the contractor elects to terminate or delete such portions of the work and the state or such municipality finds that it is in the public interest to complete performance on such public works contract then the state or such municipality shall require the

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contractor to complete performance of the public works contract and the state or such municipality shall modify the provisions of that public works contract to increase the contract price so that the state or municipality shall bear eighty percent of such increased costs over the contractor's estimated cost at the time of contract bid opening and the contractor shall bear the balance thereof. Upon request by the state or municipality the contractor shall make his records available for audit by the state or municipality to verify such increased costs.

(3) This section shall apply only to public works contracts awarded prior to November 1, 1973, and only to work under such contracts which has not been performed on the date the contractor elects to terminate the contract or delete such work from the contract.

NEW SECTION. Sec. 2. If any provision of this act, or its application to any person or circumstance is held invalid, the remainder of the act, or the application of the provision to other persons or circumstances is not affected.

NEW SECTION. Sec. 3. This 1974 act is necessary for the immediate preservation of the public peace, health and safety, the support of the state government and its existing public institutions, and shall take effect immediately.

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LEGAL ASPECTS OF Public Works

Prepared by DAVID A. SCHNEIDER, A.B., J.D.

Failure to Examine And Clean Sewers

In *City of Tucson v. Hughes*, 533 P.2d 561 (Arizona, April 3, 1975) an Arizona appeals court held that the duty of a municipality to keep its sewers in repair involves the exercise of a reasonable degree of watchfulness in ascertaining their condition and in preventing them from becoming dilapidated or destructed. The Court noted that where a sewer as an ordinary consequence of its use becomes dilapidated or destructed and where this condition could be guarded against by occasional examination and cleaning, the failure to make such examinations and to keep the sewers clean is a neglect of duty which renders the municipality liable. *See 57 Am. Jur. 2d.* "Municipalities, School, and State Tort Liabilities", §§209-213 (1971).

Court Invalidates Water Rate Hike

Under the contract between the Miami-Dade Water and Sewer Authority and the City of Miami Beach it was provided that the authority would furnish water in sufficient quantities so to meet the needs of the city as well as to satisfy the needs of a number of villages adjacent to it. It was further provided in this contract that the city would in turn sell a portion of its water supply to these particular villages. The contract was silent as the maximum amount which these villages would be required to pay to the city for this service.

After this contract had been in effect for a number of years, the city substantially raised the rate which it charged these villages for providing them with water. Because these villages felt that this increase bore no relationship either to the price which the city paid for this water or to the cost of its distribution, they brought suit.

In *City of Miami Beach v. City of North Bay Village*, 313 So. 2d 126 (Florida May 20, 1975), the District Court of Appeals of Florida, Third District, held that this increase was in fact unrelated to the cost which the city incurred in supplying water to the villages in question, and therefore was invalid, It found that this price hike was enacted as a tax measure in order that the city might balance its general budget.

The Court stated that the city, which was acting like a public utility in its role as a purveyor of water to other municipalities, could not arbitrarily raise its rates. Rather, as the Court noted, the city is only entitled to charge a price which will provide reasonable compensation for the service which it renders. In addition, it stated that prior to any increase the city must hold a public hearing to determine the rate which will in fact provide it with such reasonable compensation.

Orders to Abate Stream Pollution Are Upheld

In *Commonwealth of Pennsylvania, Department of Environmental Resources v. Westmoreland-Fayette Municipal Sewage Authority*, 336 A.2d 704 (Pennsylvania April 28, 1975) the Commonwealth Court of Pennsylvania held that certain municipalities who sued the state, lacked the right to assert due process rights and protections against the state agency which had ordered them to abate their pollution of a number of streams. It stated that a political subdivision is entitled to assert due process protections against the state only where the sovereign state is employing its power to camouflage a strategy designed to deprive certain of the political subdivision's citizenry of their individual constitutional rights.

High Connection Fees Get Restricted Approval

In order to defray the cost of expanding its water and sewer treatment and distribution facilities, the City of Dunedin, Florida, enacted certain ordinances which imposed a $325 water connection fee and a $375 sewer connection fee. These "impact fees," which were added to the city's charges for the physical cost of connections, were imposed solely for the privilege of connection into the city's water and sewer systems.

In *City of Dunedin v. Contractors & Builders Association of Pinellas County*, 312 So.2d 763 (Florida April 30, 1975) the District Court of Appeals of Florida, Second District, upheld the validity and enforcibility of the particular ordinances in question. The Court first found that these impact fees did not constitute taxes. It reasoned that these fees were charges for using utility services in that they were specifically earmarked for the improvement of the city's water and sewer systems.

The Court pointed out, however, that such fees can only be imposed where the growth patterns of the utility district are such that an existing water or sewer system will have to be expanded in the near future. Moreover, the Court stated that the fee imposed must not only be earmarked specifically for the expansion, but must in addition bear a reasonable relationship to the cost of that expansion. The Court then went on to find that these particular requirements were met in this case.

Effect of High Oil Prices On Public Works Contracts

In 1974 the Washington State Legislature enacted legislation the purpose of which was to relieve public works contractors, whose contracts had been awarded prior to November 1, 1973, from the financial hardship caused by the substantial increase in the cost of petroleum products. This act provided that where the cost of petroleum products needed for the performance of a public works contract increased by more than 20 percent over the price at the time of contracting, the contractor could either terminate the contract or delete that portion of the contract requiring such products. If the contractor so elected, the contracting body could require completion of the contract only if completion was in the public interest and only if it agreed to pay 80 percent of the increased petroleum costs.

In *City of Tacoma v. O'Brien*, 534 P.2d 114 (Washington, April 17, 1975) the Supreme Court of Washington held that this act was unconstitutional in that it was violative of the separation of powers doctrine. The Court stated that while a legislature can declare that economic impossibility will be in the future constitute a defense in actions involving contractual disputes, it cannot by virtue of this doctrine find that existing contracts have become economically impossible to perform. It stated that such an adjudicatory determination can only be made by the courts in that it involves an interpretive process or function which in our governmental system is reposed exclusively in the judiciary.

"The Oregonian"
4-18-75

A26 3 M

Relief fund invalidated

OLYMPIA (AP) — A law that would have given financial relief to public works contractors hit by sharp increases in the cost of petroleum products was invalidated Thursday by the state Supreme Court.

In its unanimous decision, the court held that the legislature had intruded into the judicial area and violated the separation-of-powers doctrine in enacting the law.

The law states that relief could be granted to public works contractors whose contracts were awarded prior to Nov. 1, 1973.

"Finding that existing contracts, entered into at least six months prior to the legislation, have become economically impossible to perform . . . is a legal conclusion," not a legislative prerogative, the court said.

"A legislature can declare that economic impossibility shall constitute, in the future, a defense in actions involving contractual disputes.

"A legislature can find that a worldwide shortage of petroleum exists," but, the court continued, the legislature cannot enact a law that draws a legal conclusion regarding contracts entered into prior to enactment.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Washington, D.C. 20590

DATE: 21 AUG 1974

In reply refer to: HHO-32

SUBJECT: State of Washington Contract Revision
Legislative Price Increase of Petroleum Products
Washington Project I-70-3(38)140
Hilltop Interchange to Beverly Burke Road
(Your June 21 submission)

FROM: Director, Office of Highway Operations
By: Chief, Construction and Maintenance Division

TO: Mr. L. E. Lybecker
Regional Federal Highway Administrator
10-00.5 Portland, Oregon

It has been determined that there is no Federal legal obstacle to allowing Federal-aid participation in increased highway construction costs on ongoing contracts where the State incurs such costs in carrying out the provisions of Substitute House Bill No. 1366. Because payment of such increases in cost is a radical departure from previous contracting policies and results in a change in the amount of Federal funds made available to the project, there should not be blanket approval of Federal-aid participation in these increased construction costs. The division engineer is to independently evaluate each project proposal on its merits to determine if Federal-aid participation should be allowed.

The division engineer may allow Federal-aid participation in increased construction costs resulting from price adjustments or terminations when he concurs with the State that all of the following conditions exist.

1. Bids for the contract were opened prior to November 1, 1973.

2. The costs of performing a major contract item have substantially increased.

3. There is objective verification that the past history of petroleum products prices related to the affected items compared to their recent prices reveals unpredictable increases above the anticipated market trends in the appropriate market area.

4. A positive finding has been made that suspension of the contract work or use of substitute designs, materials or supplies without added cost in lieu of either price adjustments or terminations is impractical.

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5. The cost increase involved in price adjustments reflects only verifiable price increases for materials or supplies and does not include an allowance for overhead, profit, processing, loading, hauling, or other similar costs of the contractor, subcontractor, and material suppliers other than manufacturers.

6. No other condition exists that warrants disallowance.

It is recognized that contractors, subcontractors, or material suppliers may have legally enforceable rights to obtain the petroleum products in question at costs agreed to prior to contract award or shortly thereafter. When in the opinion of the State and the division engineer the enforcement of such rights will adversely and seriously affect the progress of the contract work, such rights may be ignored for purposes of participation in increased costs pursuant to this memorandum; provided that the division engineer and the State receive assurance that in the event such rights are subsequently successfully pursued, an equitable price adjustment will be made by the party pursuing such rights with the State and the State shall reimburse the Federal Highway Administration for the Federal share of such adjustments.

Where proposed price adjustments or termination are based on increased costs incurred by a party other than the prime contractor, the division engineer and State shall assure that any increase in construction costs to be paid the prime contractor is passed on to such party.

Your June 21 submission does not contain sufficient information relative to all the above-mentioned conditions to enable us to determine whether the State's request for additional Federal-aid participation on the subject project should be approved. This being the case and because we think the foregoing provides sufficient guidance to permit the division office to make the determination, we suggest they attempt to do so. If you still desire that we make the determination, please provide the additional information we will need to make it.

Until further notice the division engineer should advise the regional office and the Office of Highway Operations, of each case where he allows Federal-aid participation in increased construction costs in accordance with this memorandum.

W S Mendenhall Jr

W. S. Mendenhall, Jr.

MAY 2 1974

Evans reluctantly signs contractors relief bill

OLYMPIA (AP) — Gov. Dan Evans said Tuesday he reluctantly signed into law a "contractors relief bill."

The measure, about the only piece of legislation of the April session directly related to the gasoline shortage, would require the state in some circumstances to pay up to 80 per cent of any petroleum or asphalt price increases contractors on highway jobs are stuck with.

Evans told a Tuesday news conference he had seriously considered vetoing the whole bill, but decided not to because he thought that whichever way he acted, the question would go to the courts anyway.

There were no item vetoes in the bill.

Another factor, the governor said, was the lack of opposition from the state Highways Department. Although the department hasn't opposed the measure, officials there have said it could cost them an extra $6.8 million in scarce highway funds on projects under contract.

Under provisions of the bill, contractors, whose price of asphalt or motor vehicle fuel went up more than 20 per cent after they successfully bid on a highway contract, could cancel the contract.

The department, or local governments, on their project, would then have the option of paying up to 80 per cent of the cost increase or cancelling the contract and readvertising.

Under present contract law, contractors could be forced to complete the job despite cost increases.

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6/12/74 From Hosmer : FHWA

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

OFFICE OF THE ADMINISTRATOR

APR 25 1974

IN REPLY REFER TO: HHO-32

JUN 5 1974

Mr. Roger D. Allen
Director, Highway Division
The Associated General Contractors
of America
1957 E Street, N.W.
Washington, D.C. 20006

Dear Mr. Allen:

This is in reply to your April 10 letter requesting information concerning the position of the FHWA in instances where States may enact legislation or State highway departments may employ a regulation that could permit price escalation on existing or new highway construction contracts.

We have discussed possible relief from unpredictable price increases on ongoing contracts with contractor groups, task forces of the American Association of State Highway and Transportation Officials (AASHTO) Operating Subcommittee on Construction and with our Office of the Chief Counsel. State representatives have indicated, and we agree, that proposals for such price adjustments on existing contracts cannot be considered without a firm legal basis. Unfortunately there is no basis for relief in most State highway department contracts since they do not provide for escalation of prices after contract award.

Should State legislation be enacted or regulations be employed by State highway departments to permit increased payments on existing Federal-aid contracts, the FHWA would have to evaluate proposals for such payments in terms of the specific contract provisions and applicable Federal law. A number of evaluations on a case-by-case basis would probably have to be made in order to establish legal precedents.

With regard to future highway construction contracts, guidelines for combating shortages and minimizing the effect of price uncertainties for materials and fuel in construction have been developed in cooperation with the AASHTO Operating Subcommittee on Construction. Various contract provisions, such as price adjustment clauses, as well as more general approaches concerning project scheduling, design and contract administration are covered in the guidelines. The type

of specifications suggested in the guidelines have not been widely used in highway construction contracts. With the current uncertainty of bidding imposed by fuel and materials shortages, we believe price adjustment provisions are justified for some construction items in highway contracts. Use of the guideline recommendations are discretionary with each State highway department. These guidelines are in the final stages of adoption by AASHTO.

We trust the information provided above will be helpful to you.

Sincerely yours,

Nobby

Norbert T. Tiemann
Federal Highway Administrator

Federal Highway Administration
HHO-32:GWKrynitsky:mh:60355:4-19-74
Control No. FH 49697 (due 4-19-74)
cc:
FHWA (2) - 4211
Deputy Admr. 4218
L. P. Lowe - 4218
R. B. Williford - 4225
H. A. Lindberg - 3212
K. W. Kruser - 3214
G. W. Krynitsky - 3125
Reader file - 3214
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WILLIAM E. DUNN, Exec. Vice President
JAMES M. SPROUSE, Executive Director

April 10, 1974

The Honorable Norbert Tiemann
Federal Highway Administrator
400 - 7th Street, S. W.
Washington, D. C. 20590

Dear Governor Tiemann,

A question that has been asked of us quite a bit of late is one on which, it seems to me, a definitive statement from FHWA would answer.

It is this:

If a state legislature should pass a law or a state highway department employ a regulation that would permit price escalation on existing or new contracts, would FHWA approve such resulting changes in contract costs? If there are qualifying circumstances, what are they?

The question, of course, arises because of problems contractors have under fixed price construction contracts when their suppliers refuse to honor previously quoted prices and instead insist on price as of date of shipment.

We would appreciate a statement of FHWA's position on this issue.

Sincerely,

[redacted]
Director,
Highway Division

AS887

RDA/mm

Kenny
Bo
Jackmond
Harwood
Johnsen
Walker
RECEIVED
MAY 3 2 1974
CONSTRUCTION
Seibold
Glenn
Berg

RISING PRICES — RISING COSTS — ESCALATION CLAUSES?

Dear Fellow AGC Member:

Last week's National Newsletter reported briefly on the AGC Executive Committee Meeting held in Washington on May 13-14. Permit me this opportunity to report directly to you on a subject which received more time and attention than any other subject discussed at our meeting: SHOULD AGC CONTINUE ITS POLICY OF OPPOSING ESCALATION CLAUSES?

Your Executive Committee is composed of twenty-one members who are representative of our entire membership. In addition to being representative of the various occupational divisions, it is also a cross section in terms of size and geographical regions. It is composed of contractors who perform huge, large, medium and small volumes.

Prior to our discussion of escalation clauses, we met with several top officials of government awarding agencies and sought their views. It is understandable that, with their responsibility for the spending of tax dollars, they would oppose escalation clauses - and they did!

As our Executive Committee Meeting got under way there were early and predictable comments reflecting basic conservative business approaches. These views could be summarized with the caption "We don't want a construction welfare system." It soon developed that the question of escalation clauses is much more complex. One member made the comment, "You can sit there beating your chest about the free enterprise system until the sun goes down but you will have to realize that we are really talking about the economic survival of many construction companies. 1974 is like no other year."

An escalation clause in a contract is certainly protection for the contractor. Prices can go up and up and up. He's covered. But there are serious short and long-term consequences.

One of the reasons an owner signs a contract with us is to have his project built at a firm price. The contractor gives him that price, and in so doing he assumes the risk of price fluctuations, weather variables, labor difficulties, supply delivery and more.

If he declines to take any of these risks, he is shortchanging the owners -- and himself. The result might well be that the owner will decide that if he is going to take some of the risk, why not all of it? If the owner is a governmental unit, it might easily decide to buy a few more pieces of equipment, build up its labor force and do more construction itself. That has happened before.

The danger to the contractor is obvious: his market declines, because his services are in less demand.

From the AGC Newsletter

There are many arguments for and against the use of escalation clauses, and the Executive Committee discussed them at great length. Everyone agreed that the AGC should continue to oppose escalation provisions; the only question was: Should there be any exceptions?

After much further debate, it was agreed that an anti-escalation policy with exceptions was not an anti-escalation policy at all. Therefore, we voted to make no change in current policy.

In taking this position it should not in any way be inferred that we are unsympathetic to the situation some contractors find themselves in as a result of this past winter's sudden price explosion. There is evidence, however, that this was an unusual, unforeseeable economic shift.

There is also some basis to believe the worst is over, and that inflation is settling down to a more steady, predictable rate. I assure you that this argument (perhaps "hope" is a better term) was not a factor in our decision. We must all consider, however, the problems we would have to live with in getting rid of escalation clauses during a period when they turn out to be a curse rather than a boon.

In any event, escalation clauses will not help the after-the-fact situation of a contractor working under a contract signed one or two or three years ago.

For the present and the future there are other remedies. I urge you to encourage the speeding up of the contract award process and the providing of early access to the jobsite after the award, and I also ask you to continue to be prudent in your bidding, making reasonable allowances based on your skill, capacity and ability to endure adversity in this highly competitive industry.

I will personally urge other construction industry associations with similar views to reaffirm their policies, so that there remains an incentive towards firm prices for our clients.

I hope that this account of AGC Executive Committee discussions will be helpful to you when you consider our conclusions.

Sincerely,

Saul Horowitz

SAUL HOROWITZ JR.
President

78606

December 9, 1976

Gordon H. Ball, Inc.
300 Camille Avenue
P. O. Box 278
Danville, California 95426

Gentlemen:

We have reviewed your fourth request for additional time based on actual completion dates to delete all liquidated damages on Phases (b) and (c) of the Woodburn-Hayesville Contract No. 7866 in Marion County.

Careful consideration was given to your request. In light of the available facts, an additional 58 days on the concurrent (b) and (c) time, and 130 days on the (b) time only, are granted to delete all liquidated damages on these units. This is due to quantity overruns and change orders not covered by previous time extensions.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
C. O. Fredrickson

JAB:fr . ja

Form FHWA 121 (Rev. 6-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: December 7, 1976

In reply refer to: 1041B.2

SUBJECT: Oregon Project I-5-5(36)260
Woodburn-Hayesville Section
Time Extension Request

FROM : G. L. Green, Division Administrator

TO Mr. H. S. Coulter, State Highway Engineer
ATTN: Mr. E. S. Hunter

Your letter of November 23, 1976, covers the request for additional time on the subject project.

The contractor was delayed for an extended period of time due to a strike. There were also numerous extra work orders and price agreements which extended the time for completing the project.

We, therefore, concur in your recommendation to extend the contract time by 188 days with no liquidated damages charged to the contractor.

G. K. Hansen
for G. L. Green

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 12-9-76

by Keasey
Chrisler
Inadmissible
12-9-76

D ENGR
DEC 8 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7866 Contractor Gordon H. Ball, Inc.

Highway Pacific Interstate Highway

Section Woodburn Interchange - Hayesville Interchange

Kind of Work Grading, Paving, Structures, Signing and Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Recommend an additional 58 days on the concurrent (b) and (c) time and 130 days on the (b) time only, to delete all liquidated damages. This is for the effect of quantity overruns and added work orders not covered by earlier extensions.

Recommended for Approval:

Region Construction Engineer

for Construction Engineer or ~~Bridge Engineer~~

Deputy State Highway Engineer

State Printing 7/66

Contract No. 7866

Project designation FA-I-5-5(36)260
~~State-Federal~~

Date awarded March 16, 1973

Work started April 9, 1973

Per cent completed 100% - September 8, 1976
Date

Specified Completion Date-Phase B- 9-29-75
~~No. of Workdays Allowed~~ Phase C- 5-26-75

Actual Completion Date- Phase B & C- 9-8-76
~~No. of Workdays Used~~

Extension Requested To For- Phase B- 9-8-76
~~No. of Added Workdays Requested~~ Phase C- 9-8-76

(Phase B- 188 days)
(Phase C- 58 days)

E—320 (Rev.)—5M—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Oct. 11, 19 76

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays for sections (b) and (c) to 9-9-76 ~~days~~ ..... days, within which to complete our Contract No. 7866, without the assessment of liquidated damages. The said contract is described as follows:
Woodburn Intg. & Hayesville Intg. Section, Pacific Highway, Marion county

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached explanation

Respectfully submitted,

Gordon H. Ball, Inc.
Contractor

By B R Biskey
Brian R. Biskey

CONSENT OF SURETY

Date October 13, 19 76

We, THE AMERICAN INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Dean L Beck
Attorney-in-fact Dean L. Beck

(SEAL)

CORROON & BLACK OF OREGON
Resident Agent

7866.

November 23, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

Fourth Request for Time Extension
Woodburn-Hayesville Section
FAP No. I-5-5(36)260
Contract No. 7866

Gordon Ball, Inc., has now requested additional time based on actual completion dates to delete all liquidated damages on the (b) and (c) phases of the project. Three earlier requests extended the completion date on the (b) phase (the northerly ten miles) to September 15, 1975; extended the (a) phase (Labish Bottom foundation excavation) to July 15, 1974; and adjusted the 300-day completion time on one overcrossing county road structure.

This new request now covers the 188 days' liquidated damages that have been assessed at $300 per day ($56,400) to the actual completion date of September 8, 1976 for (b) and (c). This is after adjustment for all stop work orders and the earlier approved extensions. As actually performed, there is no distinction between Unit (b) and Unit (c). The completion date for both is September 8, 1976 (see condensed time chart attached).

The contractor submits his request in basically three parts: (1) a general narrative of the overall job performance; (2) a time-money analysis which takes into account all money overruns (deriving 97 days); and (3) an alternative detailed analysis of just four price agreement change orders deriving 134 days. They also submitted a good straight-line time chart.

The Resident Engineer agrees with the contractor's time value on the four price agreements and then discusses two more for which he justifies an additional 31 days, making a total

of 181 days related to just six price agreements. This is in working days and, even using a six-workday week, converts to 210 calendar days. Actually, there are 50 extra work orders and 103 price agreements on the project.

Due to the same strike interruptions and other delays, the project adjacent to this one to the north was also delayed, so the purpose of having the (b) phase became almost irrelavant. There has been no time extension on the overall (c) phase and add-on time due to stop work orders and actual strike time, moves the specified overall completion requirement of September 15, 1975 to July 12, 1976, so there are theoretically only 58 days chargeable under the (c) time to the actual project completion of September 8, 1976. These 58 days would be deleted merely by applying the same seasonable strike impact interpretation as was used on the (b) phase extension.

The (b) portion of the project was open to the full final six-lane traffic pattern by December 16, 1975. This is pertinent. It is only 91 days later than the extended completion date for phase (b). [Some structure work, final grading, barriers and other items pursued throughout the project thereafter make final (b) completion the came as (c).] Quantity overruns and change orders that could not be considered concurrent with the seasonal strike impact extension already granted on (b) would more than justify these 91 days.

It does not appear necessary to try to make a more detailed analysis of the strike impact on the regular contract work versus the time value of contract overruns and the significant added orders. There is some overlap or concurrency of these factors from October 15, 1974 to September 15, 1975 in that the actual total strike stoppage time is 113 days (of prime time) out of this 335-day interval. On the other hand, there is some additional seasonal impact from some of the quantity increases and change orders.

We ask your concurrence in an additional 58 days on the concurrent (b) and (c) time and 130 days on the (b) time only, to delete all liquidated damages on these units.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Attachment

bc H. S. Coulter
C. T. Keasey
Robert Church
C. O. Fredrickson

JAB:fr ja

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 18, 1976

FILE: CON 5 #7866

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Woodburn-Hayesville
Contract No. 7866
Fourth Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

Gordon Ball, Inc. has now requested additional time based on actual completion dates to delete all liquidated damages on this project. Three earlier requests extended the completion date on the "b" phase (the northerly ten miles) to September 15, 1975, extended the "a" phase (Labish Bottom foundation excavation) to July 15, 1974 and adjusted the 300-day completion time on one overcrossing county road structure.

This new request now covers the 188 days liquidated damages that have been assessed at $300 per day ($56,400) to the actual completion date of September 8, 1976 for "b" and "c". This is after adjustment for all stop work orders and the earlier approved extensions. As actually performed, there is no distinction between Unit "b" and Unit "c". The completion date for both is 9-8-76. (See condensed time chart attached.)

The contractor submits his request in basically three parts - 1) a general narrative of the overall job performance, 2) a time-money analysis which takes into account all money overruns (deriving 97 days), and 3) a detailed analysis of just 4 price agreement change orders deriving 134 days. They also submitted a good straight line time chart.

The Resident Engineer agrees with the contractor's time value on the 4 price agreements and then discusses two more for which he justifies an additional 31 days making a total of 181 related to just 6 price agreements. This is in working days and even using a 6-workday week, this converts to 210 calendar days.

The major judgmental factor in this contract time is probably involved in the extension already granted wherein we extended Unit "b" to September 15, 1975 to include virtually another summer season. This extended the "b" Unit to the same date as the original contract required for overall completion.

Due to the same strike interruptions and other delays, the project adjacent to this one to the north was also delayed, so the purpose of having the "b" phase became almost irrelevant. There has been no time extension on the overall "c" phase and add-on time due to stop work orders and actual strike time move the specified overall completion requirement of 9-15-75 to 7-12-76, so there are theoretically only 58 days chargeable under the "c" time to the actual project completion of 9-8-76. This 58 days would be deleted merely by applying the same seasonal strike impact interpretation as was used on the "b" phase extension.

RECEIVED STATE HWY ENGR
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REFER TO
FOR
Info
Invest
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D/R
Sign
Act

The "b" portion of the project was open to the full final 6-lane traffic pattern by December 16, 1975. This is pertinent. It is only 91 days later than the extended completion date for phase "b". (some structure work, final grading and barriers pursued throughout the project thereafter make final "b" completion the same as "c".) Quantity overruns and change orders that could not be considered concurrent with the seasonal strike impact extension already granted on "b" would more than justify this 91 days. There are 50 extra work orders and 103 price agreements on the project.

It does not appear necessary to try to make a more detailed analysis of the strike impact on the regular contract work versus the time value of contract overruns and the significant added orders. There is some overlap or concurrency of these factors from 10-15-74 to 9-15-75 in that the actual total strike stoppage time is 113 days (of prime time) out of this 335 day interval.

We concur in the recommendation of an additional 58 days on the concurrent "b" and "c" time and 130 days on the "b" time only, to delete all liquidated damages. Rough draft letters to FHWA and to the contractor are attached.

JAB:fr

Att.

cc: Robert Church

Woodburn-Hayesville
Contract No. 7866
Condensed Time Chart

First Extension 2-74 to 7-15-74 on (a)
Second " 9-74 on two structures
Third " 1-75 to 9-15-75 on (b)

Awarded 3-16-73

(a) Started 3-26-73

(a) Completed 1st actual

Started (b) 10-15-74

(b) Completed 9-15-75 per (b) extended

(a) Completed 7-1-74 per (a) extended

5-5

130

(b) add-on after ext. "skip work"

Actual Completion of (a) & (b) 9-6-76

(c) add-on for "skip work" and actual strike skippage - per specs.

58

1973

1974

1975

1976

"PERFECT" CROSS SECTION
10 X 10 - ONE INCH

Appendix A

12-31-73

12-31-74

12-31-75

94 days

Key:

Green — Days available for work - No Damages

Red — Days not available for work - No Damages

Blue — Days available for work - Damages on Section (B)

Purple — Days available for work - Damages on Sections (B) and (C)

1973

Length of Const Season = 185 days
Days Available for Work = 107 ± = 58.1 %
Days Not Available for Work: 77 ± = 41.9 %

1974

Length of Const Season = 185 days
Days Available for Work = 138 = 74.6 %
Days Not Available for Work = 47 = 25.4 %

1975

Length of Const Season = 185 days
Days Available for Work = 172 = 93.6 %
Days Not Available for Work = 13 = 7.0 %
Penalty = 94 days X $300/day = $28,200

1976

Length of Const Season = 148 days
Days Available for Work = 83 = 56.1 %
Days Not Available for Work = 65 = 43.9 %
Penalty = 94 days X $300/day = $28,200

Total Penalty = 188 days = $56,400

Months

7-22-76 Stop

30 days

Workers Strike

Strike

8-2-73 Start

8-8-74 Start

8-11-73 Stop

36 days

Suspension of Work

11 days

Laborers Strike

8-22-73 Start

8-27-76 Start

8-29-75 Stop
Labor Day
9-2-75 Start

4 days

8-30-74 Stop
Labor Day
9-3-74 Start

4 days

9-3-76 Stop
Labor Day
9-7-76 Start
9-9-76 Stop
Job Complete

9 days 4 days 2 days

9-29-75
Start
Liquidated
Damages
Section (B)

10-15

94 days

Construction Season

1 Month	2	3	4	5	6	7	8	9	10	11	12
35 days	16 days	4 days	31 days	4 days	26 days						
7-22-76 Stop	7-2-76 Stop 4th of July 7-5-76 Start		6-1-76 Start Memorial Day 5-28-76 Stop	Labor Day 9-6-76	5-3-76 Start						
30 days	5 days	9 days	4 days	4 days							
8-2693 Start	Operating Engineers Strike		6-1-73 Stop	5-25-73 Stop Memorial Day 5-28-73 Start	5-22-73 Memorial Day 5-27-73 Start						
8-8-74 Start	Teamsters Strike 7-3-74 Stop 4th of July 7-5-74 Start	6-19-74 Start	6-10-74 Stop	5-24-74 Stop Memorial Day 5-27-74 Start							
	63 days			31 days							

3-8-73 Bid

3-16-73 Award

3-21-73 Sign

3-26-73 Start

1-1-74

1-1-75

1-1-76

1-12-76

Suspension of Work.

12 days

111 Days

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 624-1089

November 3, 1976

Salem, Oregon

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

TO: John Bond
CONSTRUCTION ADMINISTRATION ENGINEER

SUBJECT: Time Extension Request
Woodburn-Hayesville Section
Pacific Interstate Highway
Contract 7866

Attached is an October 11, 1976 letter and formal request from Brian R. Biskey, Engineer for Gordon H. Ball, Inc., requesting an extension of time for the subject project of sufficient magnitude to eliminate assessment of all liquidated damages. Supporting the request is a General Power of Attorney form from the American Insurance Company on behalf of their attorney Dean L. Beck. The American Insurance Company is the surety for this project. Also supporting Mr. Biskey's request is a well-detailed presentation, including a time bar graph.

Resident Engineer E. J. Hall's October 22, 1976 letter of review, together with the attachments mentioned in that letter, are also attached. Mr. Hall's review is very thorough and complete. He recommends the time request be granted.

There were three "contract times" for this project. Phase "A" was completed within the authorized time. Phase "B" is essentially the northerly end and the major contributor to the overrun. Phase "C" is the southerly end.

These times were all expressed on a fixed date basis. Actual extensions have been made by letter from Mr. Hall covering each of the holiday suspensions of work and the actual dates of any labor disputes. These are summarized on page 6 of Mr. Biskey's presentation.

Phase "B" was extended from October 15, 1974 to September 15, 1975 by Administrator and State Highway Engineer F. B. Klaboe in his January 21, 1975 letter. The reason was the "seasonal impact of labor disputes that occurred in 1973 and 1974. Some time related to added orders would also be concurrent with this." Utilizing this same analysis wipes out all of the needed extension on phase "C."

This leaves only phase "B" to review. Change orders have not been previously considered by this office although, as indicated in Mr. Klaboe's January 31, 1975 letter, there could be some concurrent change order work with the effects of the labor disputes.

Routing

Keasey — Bond — Jackmond — Harwood — Johnsen — Walker — Richards — Glenn — Berg

RECEIVED
NOV 5 1976
CONSTRUCTION
SECTION

This office takes the view that although the change order work may have been done during the first time extension, its effects are to prolong the contract and should be considered cumulative. This is the basis of Mr. Hall's current recommendation. He has reviewed the six most important of these change orders and finds they affected the overall project 181 working days. Extending working days to calendar days makes 210, which is more than enough to justify the 188 needed. There was other change orders that could also be taken into account. This analysis also does not take into account seasonal effect on these change orders. They cannot be expected to be performed in inclement weather.

Since Mr. Hall's review was on the overall project and the critical time is on phase "B," the portion of the six change orders quoted by Mr. Hall that were for work on the southerly end of the project could be questioned. Price agreements 43, 54, and 99 affected the overall project and the overall time it took to complete these price agreements delayed the northerly end of the project by that amount of time. Price agreement 58 was strictly in the northerly portion of the project. Price agreements 21 and 48 were strictly in the southerly part of the project but were on the contractor's critical path for completing the project and delayed moving his grading equipment to the northerly part of the project. Therefore, the ten days it took to complete price agreement 48 should be allowed and 1/3 of the 30 days it took to complete price agreement 21 should be allowed for the grading portion. This now makes a new total of 161 working days. This would extend to 188 calendar days, the time needed. As indicated above, there were other change orders that could also be taken into account. These were detailed for last year's time extension request. The portion for this year has not been detailed but could be, should this need to be done. This analysis does not take into account the seasonal effect on these change orders. They also cannot be expected to be performed in inclement winter weather.

Although there appears to be no reason why this extension shouldn't be granted, we are leaving the reverse side of the formal request blank for filling in by your office with the sort of words you think most appropriate for handling this extension which is fully recommended by this office.

GWW/dea
Attach.
cc: E. J. Hall

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem

October 22, 1976

FILE: 624-1089

FROM: E. J. Hall
Resident Engineer

TO: C. O. Fredrickson
Regional Engineer

SUBJECT: Woodburn Int.-Hayesville
Inter. Section
Pacific Highway-Marion County
Contract #7866
Request for Extension of Time
to Complete Contract

Transmitted herewith is the contractors request for an extension of time to complete the subject contract without assesment of liquidated damages.

This contract had three major "Contract Times", (a) (b) and (c). Time (a) was completed without assesment of liquidated damages and does not enter into this extension request.

Time (b) covered the area of project from Sta. 1149+00 to 1680+00, (Woodburn to a point just Southerly of the Quinaby U'xing) and was to be completed by October 15, 1974. Due to the effects of the labor disputes during the two summer construction seasons. 1973 and 1974, the contractors request to change the specified completion date to September 15, 1975 was approved. Copies of letters from the writer, G. W. Wimer and F. B. Klaboe covering the change are attached.

All work under time (b) was not completed until September 8, 1976 for an overrun of time of 188 days, after adjustment for all stop work orders.

Time (c) covered all work to be done under the contract and was to be completed not later than September 15th, 1975. After adjustment for all stop work orders and lost time due to labor disputes, time (c) overran 58 days.

The daily amount of liquidated damages under time (b) is $300.00 per day, and $300.00 per day for time (c), with the provision that should both become payable concurrently, the daily amount would be $300.00.

As provided above, the contractor has been charged 130 days liquidated damages for time (b) 188 - 58, while under time (c) he has been charged 58 days for a total of 188 days X $300.00 = $54,400.00. The contractor is in agreement that both times (b) and (c) have been correctly adjusted for the labor disputes and 8 shutdown orders and that our liquidated damage charges are correct. Refer to the chart on page 6 of his request.

The contractor has attempted to justify his request for adjustment of contract time by two methods.

These change orders cover the major item of work that extended the completion time. Many more of the change orders added a day or so each but are too numerous to detail.

SUMMARY OF CHANGE ORDERS AND TIME RECOMMENDED

P.A.#21	30 Days	12-1-73	$12,000	Chevron #1, extension
P.A.#43	45 Days	6-13-74	$108,629	"Safety Shoulder" widening
P.A.#48	10 Days	6-21-74	20,520	Borrow overhaul
P.A.#54	65 Days	8-27-74	297,170	Lime over-run
P.A.#58	22 Days	8-20-74	98,440	Drainage - woodburn
P.A.#99	9 Days	4-27-76	23,570	Signing changes.

Total 181 Working Days

It would require approximately 210 Calendar days to perform 181 work days due to Sunday shut down. The existing Union agreements almost prohibits Sunday work due to the high labor costs. In building this project, at no time did the contractor work on Sunday, except for emergency construction on force account for the State. As the time on this project was a fixed completion date, adjustment should be made for Sunday shut down in doing all the change order work.

The writer was on this project from start to finish and can truthfully state that the contractor prosecuted his work to the absolute maximum at all times. When not prevented from working by weather conditions or labor disputes. The list of equipment used on the project, and the number of people on the payrolls plus the overtime hours worked are proof of his attempt to finish on time.

The bar chart in the contractors appendix A, graphically shows the various time events on the project and further substantiates their contention that they put forth a maximum effort to get done on time.

Based on the effects of the labor disputes and the extreme amount of Change Orders, the writer recommends that the completion dates for both time (b) and time (c) be adjusted to September 8, 1976 without assesment of liquidated damages.

attached:
11-1-74 E. J. Hall - C. O. Fredrickson
11-7-74 G. W. Wimer - C. T. Keasey
1-31-75 F. B. Klaboe - G. H. Ball, Inc.
10-11-76 G. H. Ball - E. J. Hall
10-26-76 Jay Row, G. H. Ball, Inc. - E. J. Hall

Method #1-Ratio of the original days alloted to do the original contract dollar amount compared to the final actual dollar amount of the contract. This method indicated about 97 days additional time for increased contract cost.

Method #2-The effects of change orders on the critical path of the project schedule. Using four of the largest change orders out of 103 Price Agreements and 30 Extra work orders, he comes up with 134 days of additional time to perform the work of the four change orders, without detailing the ripple effect of the 134 days extra time on the project.

Method #1 is based on the assumption that the original completion dates allowed the contractor ample time to complete the project. In my opinion this is not a valid method for justifying the overrun, as the original completion date may or may not have been correct.

Method #2, the effects of change orders is probably, when coupled with the ripple effects of the strikes, the major cause of the overrun.

The contractors explanation of the four change orders are as follows:

Price Agreement #43, the so called safety shoulder plan, had the most negative effects on the project schedule of all changes that took place. Based on the actual quantities required by the P.A., applied to their daily average production, they believe this P.A. added 45 working days to the project.

We had originally estimated this P.A. as requiring about 24 days time (letter of 11-1-74) but did not take in to account the excess shoulder width removed and removal of the excess subgrade widening. Considering these two items now, their time of 45 working days is conservative.

45

We agree with their analysis of P.A. #54. The lime treatment of the subgrade increased by 180 % and was one of the major items of work on the entire project. Again we believe 65 work days is conservitive.

65

Our records indicate that Price Agreement #58, actually shutdown the contractors operations in the Woodburn Interchange for a total of 22 days time.

22

Price Agreement #99, signing revision, extended the contractors work 9 days, due entirely to changes by the State.

9

Other major change orders that delayed and extended the project, not now listed by the contractor, are as follows:

Price Agreement #21-Completion of Chemawa Road. This work was not covered by the contract due to right of way problems, and was added by Price Agreement. In giving the State a quote for doing the work the contractor requested 5 weeks additional time. This office recommends 30 days working time additional.

Price Agreement #48-required the contractor to haul and embank about 28,700 Cy of borrow material, (actual amount moved over 40,000 Cy) due to extreme shrinkage of the material. This operation tied up his entire fleet of hauling equipment for 10 working days.

Gordon H. Ball, Inc.

October 11, 1976

Ed Hall, Resident Engineer
Oregon State Highway Division
P.O. Box 30
Salem, Oregon 97310

Re: Woodburn Intg.- Hayesville Intg.
OSHD Contract # 7866 - Job 513, Salem
Request for Extension of Time to
Complete Contract

Dear Ed:

Attached please find a completed copy of Oregon State Highway Division's form E-320, Contractors Request for Increase Number of Workdays to Complete Construction Contract.

We respectfully request that the completion date for the work specified in section 108.08 (b) and (c) of the Special Provisions of the contract be extended to September 9, 1976.

As you are aware this project was plagued by devastating labor strikes the first two construction seasons. Additionally, the contract increased by over $2 million from the original bid price because of Contract Change Orders, and bid quantity overruns. We feel that the labor problems and increased work had the effect of pushing our schedule out of sync with the seasons, and ultimately pushing us beyond the specified completion dates.

In addition to the completed form E-320 we are attaching a written analysis of why we feel that this request should be granted.

Very truly yours,
GORDON H. BALL, INC.

Brian R. Elskey
Engineer

Att

RECEIVED
OCT 13 1976
OFFICE OF RESIDENT ENGINEER
RE ASST ASST MAIL OE FILE TA

A DILLINGHAM COMPANY
P.O. BOX 843 SALEM OREGON 97308 TELEPHONE (503) 393-3160

Street Address

City State Zip

GENERAL POWER OF ATTORNEY

THE AMERICAN INSURANCE COMPANY

KNOW ALL MEN BY THESE PRESENTS: That THE AMERICAN INSURANCE COMPANY, a Corporation duly organized and existing under the laws of the State of New Jersey, and having its Home Office in the City and County of San Francisco, California, has made, constituted and appointed, and does by these presents make, constitute and appoint

-----DEAN L. BECK-----

PORTLAND, OREGON

its true and lawful Attorney(s)-in-Fact, with full power and authority hereby conferred in its name, place and stead, to execute, seal, acknowledge and deliver any and all bonds, undertakings, recognizances or other written obligations in the nature thereof

and to bind the Corporation thereby as fully and to the same extent as if such bonds were signed by the President, sealed with the corporate seal of the Corporation and duly attested by its Secretary, hereby ratifying and confirming all that the said Attorney(s)-in-Fact may do in the premises.

This power of attorney is granted pursuant to Article VIII, Section 30 and 31 of By-laws of THE AMERICAN INSURANCE COMPANY adopted on the 7th day of May, 1963, and now in full force and effect.

"Article VIII. *Appointment and Authority of Resident Assistant Secretaries, and Attorney-in-Fact and Agents to accept Legal Process and Make Appearance*

Section 30. *Appointment.* The Chairman of the Board of Directors, the President, any Vice-President or any other person authorized by the Board of Directors, the Chairman of the Board of Directors, the President or any Vice-President, may, from time to time, appoint Resident Assistant Secretaries and Attorneys-in-Fact to represent and act for and on behalf of the Corporation and Agents to accept legal process and make appearances for and on behalf of the Corporation.

Section 31. *Authority.* The Authority of such Resident Assistant Secretaries, Attorneys-in-Fact, and Agents shall be as prescribed in the instrument evidencing their appointment, and any such appointment and all authority granted thereby may be revoked at any time by the Board of Directors or by any person empowered to make such appointment."

This power of attorney is signed and sealed under and by the authority of the following Resolution adopted by the Board of Directors of THE AMERICAN INSURANCE COMPANY at a meeting duly called and held on the 28th day of September, 1966, and that said Resolution has not been amended or repealed:

"RESOLVED, that the signature of any Vice-President, Assistant Secretary, and Resident Assistant Secretary of this Corporation, and the seal of this Corporation may be affixed or printed on any power of attorney, on any revocation of any power of attorney, or on any certificate relating thereto, by facsimile, and any power of attorney, any revocation of any power of attorney, or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Corporation."

IN WITNESS WHEREOF, THE AMERICAN INSURANCE COMPANY has caused these presents to be signed by its Vice-President, and its corporate seal to be hereunto affixed this 16th day of August, 19 76

THE AMERICAN INSURANCE COMPANY

By William W. Lauber

WILLIAM W. LAUBER, Vice-President

STATE OF CALIFORNIA, }
CITY AND COUNTY OF SAN FRANCISCO } ss.

On this 16th day of August, 19 76, before me personally came WILLIAM W. LAUBER, to me known, who, being by me duly sworn, did depose and say: that he is Vice President of THE AMERICAN INSURANCE COMPANY, the Corporation described in and which executed the above instrument; that he knows the seal of said Corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said Corporation and that he signed his name thereto by like order.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, the day and year herein first above written.

H. GRADY NEWBERRY
NOTARY PUBLIC — CALIFORNIA
CITY & COUNTY OF SAN FRANCISCO
My Commission Expires Sept. 28, 1976

H. Grady Newberry

H. GRADY NEWBERRY, Notary Public

CERTIFICATE

STATE OF CALIFORNIA, }
CITY AND COUNTY OF SAN FRANCISCO } ss.

I, the undersigned, Resident Assistant Secretary of THE AMERICAN INSURANCE COMPANY, a NEW JERSEY Corporation, DO HEREBY CERTIFY that the foregoing and attached POWER OF ATTORNEY remains in full force and has not been revoked; and furthermore that Article VIII, Sections 30 and 31 of the By-laws of the Corporation, and the Resolution of the Board of Directors, set forth in the Power of Attorney, are now in force.

Signed and sealed at the City and County of San Francisco. Dated the 13th day of October, 19 76

Winifred H. Browne

WINIFRED H. BROWNE, Assistant Secretary

RECORDING REQUESTED BY

AND WHEN RECORDED MAIL TO

Name

Street Address

City State Zip

GENERAL POWER OF ATTORNEY

THE AMERICAN INSURANCE COMPANY

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-----DEAN L. BECK-----

PORTLAND, OREGON

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H. GRADY NEWBERRY, Notary Public

CERTIFICATE

STATE OF CALIFORNIA,
CITY AND COUNTY OF SAN FRANCISCO } ss.

Gordon H. Ball, Inc.

October 11, 1976

Woodburn Intg. - Hayesville Intg.
OSHD Contract # 7866- Job 513, Salem
Request for Time Extension

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A DILLINGHAM COMPANY

P.O. BOX 513 SALEM OREGON 97308 TELEPHONE (503) 393-3160

I. GENERAL INFORMATION

A. Overview of project

On March 8, 1973 Gordon H. Ball, Inc. submitted the low bid of $20,340,000 for doing the work of the Woodburn Intg. to Hayesville Intg. project. The contract was awarded on March 16, 1973, and was signed 5 days later on March 21, 1973.

The Special Provisions of the contract called for all the work between stations 1149+00 and 1680+00 to be done no later than October 15, 1974. In addition, all the work to be done under the contract had to be done in its entirety no later than September 15, 1975. Failure to meet these deadlines would result in liquidated damages of $300 per Calender day.

We decided that it would be to our advantage to try to complete the project in its entirety by the October 15, 1974 deadline, and so we scheduled our our work so that we could complete it all in the first two construction seasons. We figured thst the additional effort it would take to complete the project in its entirety by the October 15, 1974 deadline could be made back by eliminating an additional year of overhead, equipment rent, labor escalation, and general inflation.

Time was of the essence and so we started work on March 26, 1973. Generally construction work in western Oregon doesn't start until sometime between the middle part of April and the first part of May, but we had to start right away if we were to make our schedule.

The first task at hand was to dig a ditch around the St. Louis Borrow source in an effort to drain away as much water from the saturated soil as we could. Clearing operations started up and down the right of way and we started stripping the Austin Borrow Source.

By the time the Memorial Day weekend came around in 1973 we had approximately 75 hourly people working, and we had moved almost 150,000 cy of borrow. Everything apreared to be progressing pretty close to schedule and the weather was improving very nicely.

Then at 8:00 AM on Friday June 1, 1973 pickets from the Operating Engineers Local 701 appeared at our

gate and shut the project down. The strike continued for 63 days of one of the most ideal ccnstruction summers ever imaginable. While we sat helplessly by waiting for the men at the bargaining table to come to an agreement we watched the dryest summer in over 100 years slip through our hands.

By the time we started back to work at 4:00 PM on Thursday August 2, 1973 we knew our chances of catching up with our original schedule were all but lost. We didn't give up though. We immediately started hauling borrow two shifts per day to try to get fills to the point where we could assure Donald M. Drake Co., our structures subcontractor, a place to work that winter.

We had no sooner gotten going well when the Laborers Union went out on strike on August 13, 1973, and we lost another 9 days of prime construction time.

When we went back to work on Wednesday August 22, 1973 we knew we had a rainy winter staring us right in the face, and we knew we had to do anything we could to get as much dirt moved as we could. Immediately our man-count went up to between 175 and 200 hourly employees with the grading crews working 2 shifts and the maintainance people working 3 shifts. Prior to the strikes our workmen averaged approximately 44 hours per week. Our labor statistics show that following the strikes our workmen averaged better than 50 hours per week, and for a three week period in September were working an average of approximately 60 hours per week.

We had originally figured to move all the borrow with highway haul bellydump trucks, but because of the urgency of the situation we went outside and rented a fleet of Cat 631scrapers and Terex TS 24 scrapers to help move the borrow out of St. Louis Pit. The cost of our borrow material put in place shot up to over $2.00 per cy.

We continued working frantically, and by the time we got shut down by the Fall rains in October we had moved over 600,000 cy of a projected total of 1,320,000 cy of borrow.

Eventhough the grading portion of the project ground to a halt because of the rains, the structure work continued. Peter Kiewit Sons Co., our pile driving subcontractor, had had two cranes on the project during the fall push; one a truck mounted crane and the other track mounted, but as the rains set in it became obvious that the truck

mounted crane would never make it through the mud. Access for the pile driving rig became increasingly difficult and finally we had to build mats for the pile driver to stand on. In the end we spent in excess of $26,000 for access and Peter Kiewit Sons Co. probably suffered equal or larger losses as a result of the drastically reduced production rates.

During the winter months of 1974 we located a fleet of 26 International truck with belly dump trailers, and leased them in an effort to bolster our productions. The price of yhe leased trucks was steep, costing us over $6 per hour more to operate than our own trucks. Figuring twenty-six trucks operating for 50 hours per week, the leased trucks were costing us approximately $8000 extra per week to operate. In addition to those 26 belly dumps, we leased another 6 belly dumps from R. C. Parsons and Son Trucking, again at a rate considerably higher than our own trucks.

The winter of 1974 also brought the fuel shortage and all the related problems. The diesel we had previously been paying approximately $0.13 per gallon for now cost us between $0.30 per gallon and $0.40 per gallon, and then that was if we could get it. Our quota was far below our needs and we reverted to paying even higher prices for diesel from local indenpendent distributors.

In addition to everything else, the Willamette River flooded that winter and stopped production at our rock crushing plant for some time and did considerable damage at the pit site.

The spring and summer of 1974 were not much better than the winter. It was an exceptionally wet spring and we did not get good construction weather until late July. The Cement Masons went out on strike for 9 days in June and the Iron Workers spent the 30 days between July 9 and August 7 out on strike.

As if things had not been going bad enough already, an additional $1,500,000 of work was added to the project by change orders during 1974 which did nothing but pound the nails into the coffin lid.

Being as far behind as we were in 1974 we tried some drastic measures to increase production and to reduce our mounting losses. We found the leased fleet of trucks weren't adding enough to achieve the daily production rates we needed, so we went to Southern California and bought 12 pup trailers to be pulled behind conventional belly dumps. This "train" scheme proved to be only minimally successful and late in the year was abandoned.

For the record we had 44 belly dump trucks and 17 dump trucks, that we either owned or leased, working during the summer of 1974. In addition to the trucks, we had:

Autos & Pick-up trucks	29
Flatbeds	5
Water Trucks	8
Mech & Service Trucks	9
Cranes	1
Loaders	4
Backhoes	5
Compressors	2
Discs	3
Pavers	4
Mixers	1
Plants	3
Motorgraders	10
Crawler Dozers	10
Rubber-Tired Dozers	2
Scrapers	3
Compactors	7
Rollers-Smooth Drum	7

along with numerous other items such as light plants, pumps, scales and trailers.

From the first week of July through thr first week in November, our weekly payroll never dipped below $50,000, and for the entire month of October our payroll was in excess of $100,000 per week.

By the end of 1974 we had completed only 65% of the project.

The winter of 1975 found us working 180 degrees out of phase. The labor problems of 1973 and 1974 along with the late spring in 1974 had put us in a position of starting work on a number of the structures in the dead of winter. The specifications allowed us 300 days to close off an overcrossing road, demolish the old structure, build the embankments, drive the piling, build the structure, construct the approach roads, and open the bridge to traffic. The 300 days allowed was sufficient time to do all the work required if the 300 day period was started at the right time of the year. Because of the 113 days of strikes we had had in the summers of 1973 and 1974 we had no other choice but to start the work on the structures irregardless of what time of the year it was.

In September of 1974 we had submitted a request for an additional 11 months to complete section B of the contract, and in Janurary of 1975 the request was approved.

When Bill Ross, our fourth project manager, appeared on

the scene. In late winter of 1975 he was faced with the task of completing approximately $7 million worth of work in the five months between mid-April and mid-September.

Bill Ross was a hard driving man, and by September 29, 1975, the day the $300 per day liquidated damages started on section B, we had completed approximately $1.3 million more work than the original bid price, but were still only 96% complete. We forged on, and by December 17, 1975 all roadways were in their final traffic configurations. It took us almost another month to complete some items of work that had to be done before a stop work order could be issued for the winter. The stop work order was issued on Janurary 13, 1976 and was to remain in effect until the weather improved to the point that the remaining work could be completed properly.

On Monday May 3, 1976 the stop work order was recinded and we had the hardest 1% of the project left to complete. By July 22,1976 we had completed all the work required on the project with the exception of a couple change orders that we were having trouble getting materials for, and another stop work order was issued to allow us time to get the materials. The stop work order was recinded on August 26, 1976, and it took us until September 8, 1976 to complete the project.

Overall we were charged $56,400 liquidated damages for not completing the project by the stated deadlines.

At the completion of the project our records show that our employees worked an average of 49.07 hours per week through the life of the project.

Our records also show that we spent over $25.5 million to build this project, and are to receive only about $22.5 million from the Highway Division. In other words we suffered an out-of pocket loss of in excess of $3 million!

B. Check of days of penalty charged contractor

Progress estimate number 43 for the period ending September 10, 1976 shows that we have been charged liquidated damages of $300 per day for a total of 188 days. Of the 188 days, 130 days were charged for failing to complete section B of the contract on time, and an additional 58 days were charged for failing to complete both sections B and C on time.

We reviewed our records and made the analysis on the following page to make sure that the proper amount of liquidated

damages had been charged.

	B			C		
Original completion date			10-15-74			9-15-75
Work stoppage	Days stopped	Cumm. days stopped	New competion date	Days stopped	Cumm. days stopped	New completi date
Memorial day 1973	3½	3½	10-18-74	3½	3½	9-18-75
OE strike 1973	63	66½	12-20-74	63	66½	11-20-75
Laborers strike 1973	11	77½	12-31-74	11	77½	12-1 -75
Memorial day 1974	4	81½	1-4 -75	4	81½	12-5 -75
Cem. Masons strike 1974	9	90½	1-13-75	9	90½	12-14-75
4th of July 1974	5	95½	1-18-75	5	95½	12-19-75
Iron Workers strike 1974	30	125½	2-17-75	30	125½	1-18-76
Labor day 1974	4	129½	2-21-75	4	129½	1-22-76
Time extension section B	(129½)	0	9-15-75	0	129½	1-22-76
Memorial day 1975	5	5	9-20-75	5	134½	1-27-76
4th of July 1975	4	9	9-24-75	4	138½	1-31-76
Labor day 1975	4	13	9-28-75	4	142½	2-4 -76
Suspension of work winter 1976	Liquidated damages start 9-29-75			111	253½	5-25-76
				Liquidated damages start 5-26-76		
Total days between start of damages and end of project		347			106	
Days of suspension between start of damages and end of project		159			48	
Net days of damages		188			58	

As you can see from the chart on the previous page we agree exactly with the Highway Divisions figures. The colored chart in Appendix A shows follows the sequence of events that happened on the project graphically.

II. COMPUTATION OF DAYS OWED CONTRACTOR FOR QUANTITY OVERRUNS AND CHANGE ORDERS

A. Compute days owed as a ratio of original days and original revenue

The thinking behind this method of computing the days owed the contractor for extra work performed is that the original contract was for a specific amount of money and we were given so many days to perform the contract work. We can divide the original bid price by the number of days allotted to do the work and come up with a $/day figure. We can then say if the contract revenue overruns the original bid, we should be allotted additional working time at the same ratio that was allowed for the original quantities.

Original Bid Revenue 262 Bid Items	$20,340,000.00
Revenue Through September 10, 1976 (Estimate #43)	
262 Bid Items	20,807,171.21
103 Price Agreements	1,320.525.39
Force Accounts	291,122.46
Projected Additional Revenue (Approximate)	75,000.00
	$22,493,819.06
	Say — $22,494,000

($22,534,242 actual)

$\frac{22,494,000}{20,340,000}$ = 1.1058 overrun

1.1058 X 913 Days① = 1010 Days

1010 Days - 913 Days = 97 Days

(101) J.B.

① Contract Awarded March 16, 1973
Completion Date (b) * and (c) = September 15, 1976
*(b) was originally set to be completed October 15, 1974 but was to extend to Sept. 15, 1976 because of labor problems of summer of 1973.

B. Days owed because of quantity overrun and Change Order effects on the Critical Path of the Project Schedule.

In the previous section, we determined the hypothetical days required to complete the additional work that was a result of quantity overruns and change orders using an average $/day ratio. That method of computing additional time would be accurate if the amount of Critical Path work-Non-Critical Path work ratio was the same for the extra work as it was for the original work.

In our case we feel that the additional work had a higher percentage of critical path work than the original work. We therfore must investigate the changes individually and evaluate each of the changes' impacts on the project schedule. This of course is a monumental task when one considers that there were 104 Price Agreements, 50 Force Accounts, and 158 Bid Items that had final quantities different from the Bid Quantity. We therefore will look at how the major changes effected our schedule and make an educated guess of how the other changes effected it.

Before we can determine which changes affected our critical path and how they affected it, we must make a rough outline of what the major items of our critical path were. Below is a list of the major activities of our critical path:

1. Const. embankments
2. Finegrade and Lime treat embankments
3. Trim Lime treat and cover with PMAB
4. Trim PMAB and A.C. Pave Stage I
5. Switch traffic to Stage I
6. Pave 24' PCC
7. Const. Median
8. A.C. Pave StageII shoulder
9. Switch traffic to Stage II
10. Pave 12' PCC
11. Trim Excess A.C.-- Stage I
12. Pave outside shoulder.

With these 12 major activities in mind we can now review the changes that had a direct impact on these critical activities and determine how much additional time it took to complete the project as a result of the changes.

Price Agreement number 43 had probably one of the most negative effects on the project schedule of all the changes that took place. What it entailed was widening the Stage I and II A.C. pavement to provide more room for the traveling public and workmen during PCC paving operations. Approcimately 43,700 tons of additional A.C. pavement was required to construct Stage I widening. Another 15,700 tons of A.C. pavement and 3,100 tons of PMAB were required to modify the Stage II shoulder. Additionally the 43,700 tons of A.C. pavement added to Stage I had to be removed when the widened section was trimmed back to its final width.

We can compute the approximate number of additional days it took to do this change order by taking the additional quantities and dividing them by the average production rates for that type of work.

Stage I widening

Average Daily production (approx.) 1550 tons/day
Added Quantity 43,700 tons

$$\frac{43{,}700 \text{ tons}}{1550 \text{ tons/day}} = 28 \text{ days}$$

Stage II

A.C. Pavement

Average Daily Production(approx.) 1780 tons/day
Added Quantity 15,700 tons

$$\frac{15{,}700 \text{ tons}}{1780 \text{ tons/day}} = 9 \text{ days}$$

PMAB

Average Daily Production(approx.) 1400 tons/day
added Quantity 3,100 tons

$$\frac{3{,}100 \text{ tons}}{1400 \text{ tons/day}} = 2 \text{ days}$$

Trim Excess Shoulder

1270 stations to trim
Took us approximately 29 days to trim the shoulder in its entirety.

Change order added approximately 22% more work.
22% of 29 days = 6 days.

The total accountable time added by this change order was 45 working days.

This also entailed building the slope of the embankments at 1:1, which turned out to be nearly impossible to do. The embankments ended up being fatter than they were designed to be and after the excess A.C. pavement was trimmed off, we ended up having to remove the excess borrow material because the slopes were too full. The task of removing the additional borrow cost in excess of $80,000 and took approximately 30 days to do.

We feel that the time it took to remove the excess dirt should be considered also, as it was something that neither the Highway Division nor we had foreseen.

Price Agreement number 54 was equally as disruptive to the project schedule as number 43. The original bid quantity for Lime treated subgrade was 195,000 s.y. It became obvious in the summer of 1974 that the quantity of this item was going to overrun significantly. It was decided that the embankment material was not suitable unless treated and so this price agreement was written to cover the additional work.

Our records show that for the major portion of this work we averaged approximately 5,400 s.y. of finished lime treatment per working day. Using that average production rate and the final quantity of 351,452 s.y. for Price Agreement #54, we can determine that it took us an additional 65 days to do this extra work.

This, of course, pushed back all the other critical path work that followed by at least 65 days and probably a lot more.

Price Agreement number 58 added approximately $90,000 of drainage work that delayed significantly work on the Woodburn Interchange area which was another critical work area, because of the complexity of the stage construction.

This price agreement called for the installation of approximately 1600 L.F. of 48" diameter concrete pipe from the west side of the Woodburn Interchange to the east side of the interchange. The discharge end of the pipe is adjacent to the Box Culvert that goes under the "E" line of the interchange. The pipe goes directly under the E line and then runs parallel with it until almost to the freeway. During the construction of the section of the pipe that is under and adjacent to the E line we were unable to complete the E line and open it to traffic. The E line was very important because we had to use it as a temporary southbound off-ramp at the Woodburn Interchange. After opening the E line to traffic, we could close off the original southbound off-ramp and start building some fills that were important to the completion of the structure.

Additionally the pipeline caused delays to our already delayed schedule when we had to put it under the mainline roadways.

Our records show that in all we spent approximately 20 days total working on this pipeline and that approximately 15 of those days were involved with either delaying completion of the E line work or the mainline work, which in turn delayed the project as a whole.

Price Agreement number 99, which entailed in excess of $23,000 of signing changes, resulted in nine days of liquidated damages at the end of the project that we would not have incurred if the change order had not been needed.

After months of letters back and forth, the price agreement was finally written around the first of May 1976. We had notified the Highway Division that because of fabrication problems, we felt that we would not be able to complete this work by the time we would complete the rest of the contract work.

We completed the rest of the contract work by July 21, 1976 but were still waiting for some of the parts of this change order to be fabricated.

A suspension of work order was issued until we got all the necessary parts together and was rescinded on August 27, 1976. It took us an additional 9 work days to complete the change order.

If we had not had this change order, or if it had been authorized sooner than it was, we could have been able to complete the project in its entirety by the 21st of July and eliminated 9 days of penalty.

We have touched on only four of the many changes that occurred during the life of the contract and can see that these four changes alone account for at least 134 days of delays. In addition to the 134 days that can be directly accountable, there were many more days of delay that were a result of the four change orders discussed, or other changes that were not discussed.

Every little delay had a compounding effect. Every day of summer lost could normally only be replaced by another day of summer the following year. When we talk about 134 days of delays, these days are summer-time work days and we can't say that a rainy winter day can compensate us for the loss of a good summer day.

Every day's delay on the project had a ripple effect to it. Each delay compounded itself and soon we were out of sync with the seasons and looking at another construction season to complete the project.

SUMMARY

We can see from the previous pages that it is a hard task to try to determine exactly how many days of delay were directly or indirectly a result of the effects of change orders and quantity overruns. All work activities of a project schedule, whether critical path activities or non-critical path activities, are interrelated and delays tend to compound as they progress through the schedule.

We feel that the additional work required by the change orders and quantity overruns had the effect of pushing our schedule out of sync with the seasons and ultimately pushing us into a fourth construction season.

Even though in Section II we did not work up numbers in excess of 188 days of liquidated damages charged, we still feel that we are justified in asking for a time extension to cover all 188 days. The numbers in Section II were just "hard fact" numbers and did not take into account all the delays and how the delays tend to compound themselves.

We feel that we did everything that was within our powers to complete the project on time. We paid for nearly 95,000 hours of overtime. We spent in excess of $ 2 million for rental equipment. We worked many times during the winter months when it would have been much more economical to shut it down and wait for better weather.

Financially, the project was a disaster. We had an out-of-pocket [redacted] loss of in excess of $3 million.

Many of our key people quit while working on this project. It was a very trying ordeal for us all because it seemed no matter how hard we tried things still seemed to go against us. It seemed that every time we got going good something would crop up and stop our momentum. We suffered thru:

1. 74 days of strikes in 1973.
2. the fuel shortage of 1974.
3. 39 days of strikes in 1974.
4. a very wet spring in 1974.
5. an increase in the contract of more that 10% in one of the most inflationary periods in our history.

We are sure the Highway Division would like to keep the $56,400 of liquidated damages they charged us but we feel that almost everybody from the Highway Division that was associated with this project knows deep within themselves that the money rightfully belongs to Gordon H. Ball, Inc.

TR660

OREGON STATE HIGHWAY DIVISION

December 9, 1976

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

First National Bank of Oregon
Safekeeping Department
Salem Main Branch
Salem, OR 97301

Re: Gordon H. Ball
Contract 7866

Retainage requirements on our contract 7866 with Gordon H. Ball have been reduced to $100,000 from $250,000. Therefore, when their $250,000 certificate of deposit matures, $150,000 may be released to the contractor.

Please advise us as to the number and maturity date of the replacement certificate.

Vernon E. Skoog
Controller

By _____
Janice H. Peterson
Contract Payments Executive

JHP:mm

cc: Gordon H. Ball Inc.
Wells Fargo Bank

bc: G.W. Head
R. Church
C. Barrett

NOTED
G. W. Head

7866 12-7-76

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-5-5(36)260

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

COUNTY NAME
Marion

ITEM NO.
I-731

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

NOTED
E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
1-15-73	10-29-76	Interstate 5	Primary 1

RECEIVED
STATE HWY ENGR
DEC 13 '76
REFER TO
Quibrera
FOR
Init. | Invest. | R/D | D/R | Sign | | |

GENERAL LOCATION:
"Woodburn Interchange - Hayesville Interchange"

GENERAL DESCRIPTION OF WORK:
Bike path at Woodburn Interchange

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON A~~XXXXXXX~~ ~~XXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 11-22-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 21 in the amount of $15,000 - Federal Funds $13,770.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-9-76	D. K. Hansen /Jr	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-658

7866

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #7866

Salem, Oregon

December 1, 1976

FROM: C. T. Keasey
Construction Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Arnold Johnson Complaint
Noncompliance with Prevailing Wage Rates
Woodburn Intch.-Hayesville Intch.
Contract No. 7866

In a June 22, 1976 letter (copy attached) to R. L. Schroeder, Jack Sollis reported a complaint he had received regarding prevailing wage rates on the subject project. According to Mr. Arnold Johnson, the contractor was hiring trucks operated and was paying the truck owners a set fee. Mr. Johnson alleged that the truck owners were then paying the drivers less than the prevailing rate specified by the contract provisions.

The complaint was investigated by the project resident engineer, who found that the contractor had hired operated trucks at a fixed fee believing that the drivers qualified as owner-operators exempt from prevailing wage rates. The contractor was willing to reimburse the drivers for any underpayment, but was unable to learn their names and addresses. The truck owners were unwilling to provide this information and apparently were advised by their legal counsel not to cooperate.

The contractor has proposed putting funds into escrow or furnishing bond for the alleged underpayment of wages in the event the identities of the drivers should become known later. The contract work has been completed and the contractor proposed the escrow fund or bond so that the contract could be accepted as the complaint is one of the last remaining items to be resolved.

The contractor's performance bond is good for labor and/or material claims filed with the Secretary of State up to six months after final payment has been made and the contract accepted. Furnishing an additional bond or placing funds in escrow therefore does not appear warrented.

Mr. Johnson was contacted by this office in an attempt to gain information on the identities of the drivers involved. Mr. Johnson did not know any of the individuals, but suggested we contact another truck owner who was operating in the area at the time. We left a message with this individual's wife regarding the information we were seeking, but we received no response. We did learn from Mr. Johnson that one of the truck owners mentioned in his complaint was not involved in the contractor's work, but was merely observed while hauling through the project.

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
DEC 2'76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

It is the opinion of this office that the contractor did not intentionally violate the prevailing wage rate requirements and has made all reasonable efforts that can be expected to rectify the problem. We have never received a complaint from the employees involved and do not know for certain that the employees were paid less than the prevailing rate. I, therefore, believe that the contractor has substantially complied with the wage provisions of the contract even though he is unable to provide payrolls for the work in question.

WR:fr

Att.

cc: Jack Sollis
R. L. Schroeder
C. O. Fredrickson
Ed Hall
Cecil Head

Bond ___ Berg ___
Jackmond ___ JUN 23 1976 ___
Hammond ___
Johnsen ___ CONSTRUCTION ___
Walker ___ SECTION ___

DEPARTMENT OF JUSTICE

Memorandum

TO: R. L. Schroeder
Assistant State Highway Engineer

DATE: June 22, 1976

FROM: Jack L. Sollis
Assistant Attorney General

ORIGINAL SIGNED BY
JACK L. SOLLIS

SUBJECT: Noncompliance with Prevailing Wage Rates

A Mr. Arnold Johnson, 650 N.E. 131st Place, Portland, Oregon 97270 was in the office the other day complaining about discriminatory hiring practices by contractors. He complained that on the Gordon Ball job north of Salem that private truck owners were hiring out private trucks and drivers to the contractor and were not paying the prevailing wage rates. The parties involved were allegedly Mike Bell, Lou Barnes and Kenneth Hanson.

It appears that the contractor is hiring one, two or three trucks from the private truck owner and paying him a set fee for the truck and driver and the truck owner in turn is paying the drivers less than the prevailing wage for truck drivers under the assumption that this is proper. I have talked to the construction section and they have advised me that on page E-229 of the regulations, the interpretation is that a bonafide owner operator is only the man who owns the truck and drives it himself. If he owns several trucks and drives one himself and has employees driving two others, he must pay those employees the prevailing wage rate.

If he is the subcontractor he must also pay the prevailing wage rate.

It appears that what the contractor is doing is hiring a person who owns two or three trucks as an independent contractor, but not as a sub and is paying him so much an hour for the truck and driver. The owner operator of the trucks is not filing wage reports on how much he is paying his drivers and as I understand it, this is in violation of the prevailing wage requirements of State and Federal law.

I pass this information on to you on the bases of Mr. Johnson's complaint for whatever action you deem necessary to attempt to correct this situation.

He also advises me that many of the owner operators are working their trucks ten and twelve hours a day receiving pay for eight hours a day in order to get the jobs. He says this can be verified by checking the time the drivers leave headquarters in the morning and the time they return at night. He is a small truck operator and I have the impression that he might carry this matter further if something was not resolved on it.

If you wish to discuss the matter further I shall be most happy to do so, but feel that the people from Construction that are familiar with this should be present so that we can find out exactly what the situation is and what can be done to correct it if anything.

JLS:sjb
cc: ~~Lc~~. T. Keasey

7866

OREGON STATE HIGHWAY DIVISION

October 20,1976

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

U.S. National Bank
P.O. Box 4412
Portland, OR 97208

Re: Donald M. Drake
Contracts: 7866, 7741, 7937, 8338

We received your safekeeping receipt 208017, covering certificate #265368, $201,000. This replaces matured certificate #265053, $622,000.

This transaction results in a $21,000 decrease on contract 7866, a $395,000 decrease on contract 7937, a $5,000 decrease on contract 7741, and no change on contract 8338.

The safekeeping receipt for the matured certificate is enclosed.

Vernon E. Skoog
Controller

By _____
Janice H. Peterson
Contract Payments Executive

Enclosure

cc: Donald M. Drake

bc: C.W. Head
R. Church
C. Barrett

NOTED
C. W. HEAD

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

October 11, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #208017 covering $201,000.00 USNB of Oregon Savings Certificate Non-negotiable C/D in n/o Donald M. Drake Co. & State of Oregon, which is assigned to Oregon State Highway Division. The C/D represents $185,000.00 on Contract #7937, $16,000.00 on Contract 8338.

This C/D partially renews Safekeeping Receipt #207762 in the amount of $622,000.00 which matured on 10/11/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea

Enc

cc: Donald M. Drake Company
Attn: Donald Kane

RECEIVED
ACCOUNTING

CUSTOMER COPY

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 208017

DATE 10/11/76

DISPOSITION OF PROCEEDS
- ☒ CR. CKNG. Acct 113-340
- ☐ CR. SVNG. Acct't
- ☐ Remit

DEPOSITED BY: Time Deposit

For The Acct. of • Donald M. Drake Company
1740 S.W. Flanders Street
Portland, Oregon 97209
Assigned to Oregon State Highway Division

$201,000.00	U.S. Bank Savings Certificate Non-Negotiable C/D 5%
	Dated 10/11/76 Due 11/11/76
	Interest At Maturity
	Cert # 00 265368 @ $201,000.00 N/O Donald M. Drake Co. CUSIP State of Oregon
	"Fund to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

16-2480 4/75 SNV. 31-340 HEAD OFFICE PORTLAND

OREGON STATE HIGHWAY DIVISION

September 28, 1976

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB

F. B. KLABOE
Administrator of Highways

Gordon H Ball
PO Box 278
Danville, Calif. 94526

Re: Contract 7866

The Donald M. Drake Co. has requested release of the $31,000 they have deposited in lieu of retainage on your contract 7866. The retainage requirements of $250,000 are covered by your certificate of deposit of $250,000.

Please confirm your acceptance of the release of $31,000 to Donald M. Drake Co. by signing and returning the attached copy in the enclosed envelope.

RECEIVED
OCT 1 1976

Gordon H Ball

V.E. Skoog
Controller

by Janice H Peterson
Janice H Peterson
Contract Payments Executive

cc: Donald M Drake Co.

RECEIVED
OCT 15 1976
HIGHWAY ACCOUNTING

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7866

OREGON STATE HIGHWAY DIVISION

October 19, 1976

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

Oregon State Treasurer
103 Capitol Bldg.
Salem, OR 97310

Attention: Merle Crowe

Re: Contract 7866

Please transfer the $10,000 in bonds deposited in lieu of retainage on our contract 7866 by Donald M. Drake Co. to contract 8338.

V.E. Skoog
Controller

By_____
Janice H. Peterson
Contract Payments Executive

cc: Donald M. Drake
Gordon H. Ball

NOTED
C. W. HEAD

bc: C.W. Head
R. Church
C. Barrett

7166

OREGON STATE HIGHWAY DIVISION

September 28, 1976

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

Gordon H Ball
PO Box 278
Danville, Calif. 94526

Re: Contract 7866

The Donald M. Drake Co. has requested release of the $31,000 they have deposited in lieu of retainage on your contract 7866. The retainage requirements of $250,000 are covered by your certificate of deposit of $250,000.

Please confirm your acceptance of the release of $31,000 to Donald M. Drake Co. by signing and returning the attached copy in the enclosed envelope.

_____
Gordon H Ball

V.E. Skoog
Controller

by_____
Janice H Peterson
Contract Payments Executive

cc: Donald M Drake Co.

bc: CW Head
R Church
C Barrett

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7866

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

RECEIVED
STATE HWY ENGR
SEP 28 '76
REFER TO
Keasey
FOR

Info | Inves | R/D | D/R | Sign | Act | File

INTERMEDIATE AND FINAL INSPECTION REPORT

CC:
OSHD (E S Hunter)

9-15-76

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Marion	Oregon

IN COMPANY WITH: See below.

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
9-15-76	P. V. Riedl, Area Engineer	I-5-5(36)260

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Unsatisfactory	See Below %	NOTED S. HUNTER 100 %

WOODBURN INTERCHANGE-HAYESVILLE INTG. SEC.
INTERSTATE 5
Grading, Paving, Structures, Signing & Illumination

This is a final inspection of the construction work under this contract. The inspection was made September 15, 1976, with the following people in attendance: Gerry Wimer, Reg. 2 Const. Engr., Ed Hall, Res. Engr, Ted Litchfield, Reg. 2 Maint. Engr. and Rick Kuehn, District Engineer.

The project work was completed on September 8, 1976. The contract time was set up as follows: Three contract times were established.

a) The embankment foundation excavation and stone embankment between stations 1737+50 and 1810+00 shall be completed not later than September 30, 1973.

b) All work to be done under the contract between stations 1149 to 1680 shall be completed not later than October 15, 1974.

c) All work to be done on the contract shall be completed not later than September 15, 1975.

The work required under phase "a" was completed within the time specified. Strikes and additional work occurred during the remaining progress of the project and the time under phase "b" has overrun 188 calendar days. The work under phase "c" has overrun 58 days. Liquidated damages have been assessed in the amount of $300 per day. The contractor has requested an extension of time and this is presently being reviewed.

The materials incorporated into the project are in substantial compliance with the specifications. A penalty for low compaction of asphalt pavement will be assessed. The final report will be submitted upon receipt of the necessary documents.

7866

-5

OREGON STATE HIGHWAY DIVISION

September 14, 1976

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

First National Bank of Oregon
Main Branch
Salem, OR

Re: Gordon H Ball
Contract 7866

We received your safekeeping receipt 30304 covering TCD 5617, $250,000, to be used as a deposit in lieu of retainage on our contract 7866 with Gordon H. Bell.

Please send us a copy of the safekeeping receipt when the certificate is renewed.

Vernon E. Skoog
Controller

by

Janice H Peterson
Contract Payments Executive

bc: C.W. Head
R. Church
C. Barrett

78Ldo

OREGON STATE HIGHWAY DIVISION

September 14, 1976

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

U.S. National Bank
P.O. Box 4412
Portland, OR 97208

Attention: Ella Anderson

Re: Donald M. Drake
Contracts: 7741,7866,7937,8338

We received your safekeeping receipt 207762 covering certificate of deposit 265053, $622,000. This replaces matured certificate 259380, $615,000. We have credited Donald Drake with and additional $4,000 on contract 7937 and an additional $3,000 on contract 8338.

Vernon E. Skoog
Controller

by

Janice H Peterson
Contract Payments Executive

cc: Donald M Drake

bc: C.W. Head
R. Church
C. Barrett

NOTED
C. W. HEAD

7866

OREGON STATE HIGHWAY DIVISION

August 31, 1976

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

First National Bank of Oregon
Safekeeping Dept.
Salem Main Branch
Salem, OR 97301

Re: Gordon H. Ball
Contract 7866

Retainage requirements on our contract 7866 with Gordon H. Ball have been reduced to $250,000 from $500,000. Therefore up to $250,000 in securities may be returned to the Contractor when their certificate of deposit is renewed. The Contractor may ask for a return of a lesser amount than $250,000, depending upon whether they wish to retain bonds and other securities deposited in lieu of retainage on this contract.

Please advise us as to the amount and number of the renewed Certificate of deposit.

Vernon E. Skoog
Controller

by

Janice H. Peterson
Contract Payments Executive

cc: Gordon H. Ball
Wells Fargo Bank

bc: C.W. Head
R. Church
C. Barrett
File

7866

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-108		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Marion
MODIFICATION NUMBER 3	8-19-76	Project Number I-5-5(36)260

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 3, 19 73, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 24,668,411.00	$ 24,951,418.00
Federal funds	$ 22,490,317.00	$ 22,751,392.00
Other revisions		

This modification is made for the following reasons:

To include additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of August, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By H. V. Crump
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-813

General Files

Oregon State Highway Division
Salem, Oregon, August 16, 1976

Federal-Aid Project
No. I-5-5(36)260

Woodburn Intchge.-Hayesville Intchge. Section
Pacific Highway in Marion County

Revised Project Agreement Estimate.

Type Code 7223
Roadway (Sta. 1149+00 to Sta. 1853+00)

Subtotal on Previous Estimate of January 2, 1976				$15,146,518.77
Previous Estimate				
Watering	22,860	M-gal.	3.50	80,010.00
Plant Mix Aggregate	523,000	ton	2.85	1,490,550.00
Asphalt Concrete Mixture	388,390	ton	4.65	1,806,013.50
Asphalt in Tack Coat	150	ton	90.00	13,500.00
Continuously Reinforced Concrete Pavement	122,000	cu.yd.	27.00	3,294,000.00
12-inch Culvert Pipe	300	lin.ft.	5.00	1,500.00
30-inch Culvert Pipe	1,300	lin.ft.	11.00	14,300.00
30-inch Sewer Pipe	1,930	lin.ft.	18.00	34,740.00
Guard Rail, Type 2A	17,900	lin.ft.	4.20	75,180.00
Extra for Asphalt Curb	10,000	lin.ft.	1.00	10,000.00
Roadside Seeding and Mulching	170	acre	260.00	44,200.00
				$ 6,863,993.50
Revised Estimate				
Watering	28,860	M-gal.	3.50	$ 101,010.00
Plant Mix Aggregate	535,810	ton	2.85	1,527,058.50
Asphalt Concrete Mixture	398,390	ton	4.65	1,852,513.50
Asphalt in Tack Coat	210	ton	90.00	18,900.00
Continuously Reinforced Concrete Pavmeent	122,637	cu.yd.	27.00	3,311,199.00
12-inch Culvert Pipe	1,930	lin.ft.	5.00	9,650.00
30-inch Culvert Pipe	1,870	lin.ft.	11.00	20,570.00
30-inch Sewer Pipe	2,200	lin.ft.	18.00	39,600.00
Guard Rail, Type 2A	19,280	lin.ft.	4.20	80,976.00
Extra for Asphalt Curb	15,500	lin.ft.	1.00	15,500.00
Roadside Seeding and Mulching	218	acre	260.00	56,680.00
PA #62 Eliminate Bridge Construction Detour at Waconda Rd.	All Required			4,580.00
PA #70 Install Sign Mounts at Chemawa Undercrossing	All Required			4,830.00

PA #69 Install Extra Concrete Barrier	1,210 lin.ft.	4.45	5,384.50
PA #33 Abrupt Edge Signs	626 month	4.31	2,698.06
40-inch Cone	8,427 month	0.42	3,536.34
PA #85 Traffic Control at Brooks & Woodburn U'xings	All Required		9,190.06
PA #88 Restore Abandoned Drainage System			
42-inch Class V Concrete Sewer Pipe	54 lin.ft.	266.80	14,407.20
36-inch Class III Conc. Sewer Pipe	515 lin.ft.	34.50	17,767.50
30-inch Class III Conc Sewer Pipe	22 lin.ft.	29.90	672.75
72-inch CMP Arch Pipe Asph. Coated	70 lin.ft.	118.45	8,291.50
Manholes 48-inch	3 only	1,495.00	4,485.00
Trench Excavation	1,240 cu.yd.	4.60	5,704.00
Ditch Excavation	130 cu.yd.	3.80	494.00
36-inch Paved End Slope	1 only	345.00	345.00
Reconstrct Existing Manhole	1 only	5,175.00	5,175.00
			$ 7,121,217.91
	Net Increase		$ 257,224.41
	Subtotal		$15,403,743.18
	Engineering		1,540,373.82
	Total		$16,944,117.00

Total for Structures Same as Previous Estimate of March 30, 1973 $ 8,007,241.00

Length of Roadway - - - - - - - - - -	13.155 Miles
Length of Structures- - - - - - - - -	0.180 Mile
Total - - - - - - - - - - - - - - - - -	13.335 Miles
Cost of Roadway Per Mile- - - - - - -	$1,288,040.82

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$16,944,177.00	$15,634,336.00	$ 1,309,841.00
Structures	8,007,241.00	7,388,281.00	618,960.00
Credit for Structures Removed	--	(271,225.00)	271,225.00
Total	$24,951,418.00	$22,751,392.00	$ 2,200,026.00

Group 1	98%
Group 8	1%
Group 9	1%
Contract No.	7866
Prefix No.	624-1089

7866

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 2-2		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Marion
MODIFICATION NUMBER 2	1-12-76	Project Number I-5-5(36)260

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 3, 1973, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 24,420,701	$ 24,668,411
Federal funds	$ 22,261,755	$ 22,490,317
Other revisions		

This modification is made for the following reasons:

To include additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of January, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright for G. L. Green *(Division Administrator)*

Form PR-2A (Rev. 10-75) Previous editions are obsolete GPO 888-813

updated to acct.

Oregon State Highway Division
Salem, Oregon, January 2, 1976

Federal-aid Project
No. I-5-5(36)260

WOODBURN INTCHGE.-HAYESVILLE INTCHGE. SECTION
PACIFIC HIGHWAY IN MARION COUNTY

Revised Project Agreement Estimate.

Type Code 7223
Roadway (Sta. 1149+00 to Sta. 1853+00)

Subtotal on Previous Estimate of September 30, 1975			$14,921,327.37
Previous Estimate			
Asphalt Concrete Mixture	368,500 ton	4.65	$ 1,713,525.00
EWO#1, Flagging (60% of Contractor's Cost)	All Required		90,000.00
EWO#11, Temporary Erosion Control	All Required		10,000.00
			$ 1,813,525.00
Revised Estimate			
Asphalt Concrete Mixture	388,390 ton	4.65	$ 1,806,013.50
EWO#1, Flagging (60% of Contractor's Cost)	All Required		142,000.00
EWO#11, Temporary Erosion Control	All Required		35,000.00
EWO#18, Misc. Drainage Work	All Required		5,119.56
EWO#19, Salvage and Reinstall 30-inch Culvert	All Required		3,900.00
EWO#20, Soft Spot Correction	All Required		8,708.08
EWO#21, Additional Temporary Erosion Control	All Required		12,994.26
EWO#24, Remove Silt from Box Culvert	All Required		7,500.00
EWO#29, Miscellaneous Grading Work	All Required		2,000.00
EWO#32, Adjust Permanent Signing	All Required		8,481.00
EWO#33, Misc. Work at A.C. Disposal Site	All Required		4,000.00
EWO#34, Level Approach Road to Old Bridge	All Required		3,000.00
			$ 2,038,716.40
	Net Increase		$ 225,191.40

Subtotal	$15,146,518.77
Engineering	1,514,651.23
Total	$16,661,170.00

Total for Structures Same as Previous Estimate of March 30, 1973 $ 8,007,241.00

Length of Roadway - - - - - - - - - - -	13.155 miles
Length of Structures (2)- - - - - - -	0.180 mile
Total	13.335 miles

Cost of Roadway Per Mile- - - - - - - $1,266,527.54

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$16,661,170.00	$15,373,261.00	$1,287,909.00
Structures	8,007,241.00	7,388,281.00	618,960.00
Credit for Structures Removed	-	(271,225.00)	271,225.00
Total	$24,668,411.00	$22,490,317.00	$2,178,094.00

Group 1 - 98% Group 8 - 1% Group 9 - 1%

Contract No. 7866

Prefix: 624-1089

7.866 STATE COPY 43

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
MONTHLY TRANSACTION NUMBER: 10-19		Oregon
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY: Marion
MODIFICATION NUMBER: 1	10-6-75	PROJECT NUMBER: I-5-5(36) 260

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 3, 1973, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 22,680,174	$24,420,701
Federal funds	$ 20,326,920	$22,261,755
Other revisions		

This modification is made for the following reasons:

To include additional approved items

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 6th day of October, 19 75.

Oregon State Highway Division
(Official name of Highway Agency)

By E J Kunetka

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
(Division Engineer)
for: G. L. Green

Form PR-2A
(Rev. 9-74)

Existing stocks of Form PR-2A (Rev. 5-71) will be used.

Oregon State Highway Division
Salem, Oregon, September 30, 1975

Federal-Aid Project
No. I-5-5(36)260

WOODBURN INTERCHANGE-HAYESVILLE INTERCHANGE SECTION
PACIFIC HIGHWAY IN MARION COUNTY

Revised Project Agreement Estimate.

Type Code 7223
Roadway (Sta. 1149+00 to Sta. 1853+00)

Subtotal on Previous Estimate of March 30, 1973				$13,015,030.00
Previous Estimate				
Ditch Excavation	16,000	cu.yd.	1.50	24,000.00
Stone Embankment in Place	36,400	cu.yd.	3.50	127,400.00
Trench Excavation	22,300	cu.yd.	4.00	89,200.00
Watering	14,000	M-Gal	3.50	49,000.00
Asphalt Concrete Mixture	308,000	ton	4.65	1,432,200.00
Class "C" Asphalt Concrete Mixture in Leveling	14,300	ton	6.10	87,230.00
Asphalt Cement In Mixture	21,000	ton	34.00	714,000.00
Asphalt In Tack Coat	60	ton	90.00	5,400.00
36-inch Culvert Pipe	100	lin.ft.	22.00	2,200.00
8-inch Drain Pipe	5,400	lin.ft.	4.00	21,600.00
Extra for Asphalt Curbs	4,000	lin.ft.	1.00	4,000.00
				$2,556,230.00
Revised Estimate				
Ditch Excavation	30,000	cu.yd.	1.50	45,000.00
Stone Embankment In Place	55,000	cu.yd.	3.50	192,500.00
Trench Excavation	32,000	cu.yd.	4.00	128,000.00
Watering	22,860	M-Gal	3.50	80,010.00
Asphalt Concrete Mixture	368,500	ton	4.65	1,713,525.00
Class "C" Asphalt Concrete Mixture in Leveling	16,930	ton	6.10	103,273.00
Asphalt Cement in Mixture	25,256	ton	34.00	858,704.00
Asphalt In Tack Coat	150	ton	90.00	13,500.00
36-inch Culvert Pipe	549	lin.ft.	22.00	12,078.00
8-inch Drain Pipe	8,990	lin.ft.	4.00	35,960.00
Extra for Asphalt Curbs	10,000	lin.ft.	1.00	10,000.00
Pa 5 Furnish Granular Material	21,000	cu.yd.	2.75	57,750.00
Pa 8 Revise Temporary Median Lighting	10	only	1,003.09	10,030.90
Pa 12 Pipe Jacking	169	lin.ft.	46.38	7,838.22

Pa 13 Furnish Additional Concrete Barrier	5,700	lin.ft.	4.10	23,370.00
Pa 13 Move Concrete Barrier	2,012	lin.ft.	1.00	2,012.00
Pa 18 Furnish Class "D" A.C.	3.000	ton	16.00	48,000.00
Pa 19 Lane Control	Lump	Sum		20,000.00
Pa 21 Misc. Roadwork	Lump	Sum		12,080.00
Pa 27 Temporary Erosion Control Grandular Borrow	8,000	cu.yd.	2.50	20,000.00
Pa 35 Furnish Pipe Backfill	6,000	cu.yd.	2.50	15,000.00
Pa 37 Furnish & Install Type I Anchors	41	only	125.35	5,139,35
Pa 37 Furnish & Install End Piece Type C	41	only	103,50	4,243.50
Pa 43 Safety Shoulder Plan Stage I	1,270	Sta.	146.85	186,499.50
Pa 43 Safety Shoulder Plan Stage II	1,270	Sta.	54.46	69,164.20
Pa 43 Safety Shoulder Plan Stage III	1,270	Sta.	24.41	31,000.70
Pa 43 Lane Control Credit	Lump	Sum		(2,646.00)
Pa 48 Borrow Overhaul	116,355	yd.mi.	0.30	34,906.50
Pa 53 Install Fiber Glass Paving Material	88,000	sq.yd.	0.51	44,880.00
Pa 54 Lime Treated Subgrade	348,750	sq.yd.	0.63	219,712.50
Pa 54 Lime for Treated Subgrade	1,000	ton	34.60	34,600.00
Pa 54 Cement For Treated Subgrade	2,632	ton	47.18	124,177.76
Pa 56 Furnish & Install 48-inch Pipe	299	lin.ft.	41.50	12,408.50
Pa 57 Substitute Cement for Lime	200	ton	47.18	9,436.00
Pa 58 Construct Additional Drainage	1,640	lin.ft.	41.50	68,060.00
Pa 88 42-inch Concrete Sewer Pipe, Class V	60	lin.ft.	266.80	16,008.00
Pa 88 36-inch Concrete Sewer Pipe, Class III	445	lin.ft.	34.50	15,352.50
Pa 88 30-inch Concrete Sewer Pipe, Class III	21	lin.ft.	29.90	627.90
Pa 88 72-inch CMP Arch Pipe Asphalt Coated	70	lin.ft.	118.45	8,291.50
Pa 88 Manholes 48-inch	3	only	1,495.00	4,485.00
Pa 88 Trench Excavation	1,100	cu.yd.	4.60	5,060.00
Pa 88 Ditch Excavation	170	cu.yd.	3.80	646.00
Pa 88 36-inch Paved End Slope	1	only	345.00	345.00
Pa 88 Reconstruct Existing Manhole	1	only	5,175.00	5,175.00
EWO 6 Install Collision Posts at SPRR	All	Required		4,000.00
EWO 7 Pile Load Tests	All	Required		5,000.00
EWO 8 Additional Driving of Piles	All	Required		10,000.00
EWO 15 Recontour Borrow Area	All	Required		11,908.84
SFO 4 Work By Bonneville Power Adm.	All	Required		122,000.00

SFO 18 Work By O.E.R.R.	All Required	31,014.00
SFO 13 Reset BPA Anchor	All Required	2,400.00
		$4,462,527.37
	Increase	$1,906,297.37
	Subtotal	$14,921,327.37
	Engineering	1,492,132.63
	Total	$16,413,460.00

Total for Structures Same as Previous Estimate of March 30, 1973 - - $8,007,241.00

Length of Roadway	13.155 miles
Length of Structures (2)	0.180 miles
Total	13.335 miles

Cost of Roadway per mile - $1,247,697.45

Retain In Program

Slide Correction	All Required	50,000.00
Work by P.G.E. Co.	All Required	10,000.00
Additional Stone Embankment at Bridge Ends	All Required	80,000.00
	Subtotal	$140,000.00
	Engineering	14,000.00
	Total	$154.000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$16,413,460.00	$15,144,699.00	$1,268,761.00
Structures	8,007,241.00	7,388,281.00	618,960.00
Credit for Structures Removed		(271,225.00)	271,225.00
Subtotal	$24,420,701.00	$22,261,755.00	$2,158,946.00

Retain in Program	154,000.00	142,095.00	11,905.00
Total	$24,574,701.00	$22,403,850.00	$2,170,851.00

Group 1 - 98%
Group 8 - 1%
Group 9 - 1%
Contract No. 7866
Prefix No. 624-1089

7866

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
4-3		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
5	*(PPM 21-7)*	Marion
	4-3-73	PROJECT NO. I-5-5(36)260

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Salem-Woodburn

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-17-73	13.335
OTHER *(Specify)*		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 22,323,774.00	$ 20,326,920.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E J Schmeer

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Vernon V. Cusack Jr.
Acting (Division Engineer)
V. V. Cusack

Date executed by Division Engineer 4-3-73
APR 3 1973

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system, (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. I-5-5(36)260

WOODBURN INTERCHANGE-HAYESVILLE INTERCHANGE SECTION

PACIFIC HIGHWAY IN MARION COUNTY

Salem, Oregon, March 30, 1973

Project Agreement Estimate.

Type Code 7223
Roadway (Sta. 1149+00 to Sta. 1853+00)

Mobilization	All Required			$ 1,702,770.00
Furnishing Field Laboratory Building	All Required			5,000.00
Temporary Protection and Direction of Traffic	All Required			400,000.00
Clearing and Grubbing	All Required			30,000.00
Removal of Structures and Obstructions	All Required			40,000.00
Ditch Excavation	16,000	cu.yd.	1.50	24,000.00
Embankment Foundation Excavation	23,800	cu.yd.	2.00	47,600.00
Borrow Excavation	1,326,000	cu.yd.	1.05	1,392,300.00
General Excavation	229,000	cu.yd.	0.50	114,500.00
Stone Embankment in Place	36,400	cu.yd.	3.50	127,400.00
Extra for Selected Topsoil Material	82,000	cu.yd.	0.60	49,200.00
Trench Excavation	22,300	cu.yd.	4.00	89,200.00
Finishing Roadbed and Slopes	All Required			35,000.00
Obliteration of Roadway	All Required			8,000.00
Watering	14,000	M-gal.	3.50	49,000.00
Plant-Mix Aggregate	523,000	ton	2.85	1,490,550.00
Lime Treated Subgrade	195,000	sq.yd.	0.40	78,000.00
Lime for Treated Subgrade	2,190	ton	28.00	61,320.00
Asphalt Concrete Mixture	308,000	ton	4.65	1,432,200.00
Class "C" Asphalt Concrete Mixture in Leveling	14,300	ton	6.10	87,230.00
Asphalt Cement in Mixture	21,000	ton	35.00	714,000.00
Asphalt in Tack Coat	60	ton	90.00	5,400.00
3/4" - 0 Aggregate in Prime Coat	5,000	cu.yd.	4.60	23,000.00
RC-250 Asphalt in Prime Coat	900	ton	50.00	45,000.00
Continuously Reinforced Concrete Pavement	122,000	cu.yd.	27.00	3,294,000.00
Continuously Reinforced Concrete Pavement (Type 3 Cement)	2,400	cu.yd.	30.00	72,000.00

Reinforced Concrete Pavement	350	cu.yd.	21.00	10,850.00
Reinforced Concrete Pavement (Type 3 Cement)	90	cu.yd.	33.00	2,970.00
Pavement Terminal Anchors	1,450	lin.ft.	16.00	23,200.00
Shoulder Trimming and Finishing	All	Required		30,000.00
Class A Concrete in Box Culverts	290	cu.yd.	110.00	31,900.00
Reinforcement in Box Culverts	43,000	lb.	0.20	8,600.00
Plug and Abandon Box Culvert	All	Required		10,000.00
8-inch Culvert Pipe	970	lin.ft.	4.00	3,880.00
12-inch Culvert Pipe	300	lin.ft.	5.00	1,500.00
15-inch Culvert Pipe	5,800	lin.ft.	6.00	34,800.00
18-inch Culvert Pipe	6,200	lin.ft.	7.00	43,400.00
24-inch Culvert Pipe	1,050	lin.ft.	8.00	8,400.00
30-inch Culvert Pipe	1,300	lin.ft.	11.00	14,300.00
36-inch Culvert Pipe	100	lin.ft.	22.00	2,200.00
54-inch Culvert Pipe	430	lin.ft.	28.00	12,040.00
30-inch Arch Type Culvert Pipe	80	lin.ft.	16.00	1,280.00
36-inch Arch Type Culvert Pipe	50	lin.ft.	20.00	1,000.00
60-inch Arch Type Culvert Pipe	80	lin.ft.	40.00	3,200.00
8-inch Sewer Pipe	300	lin.ft.	4.00	1,200.00
12-inch Sewer Pipe	2,100	lin.ft.	5.00	10,500.00
15-inch Sewer Pipe	12,600	lin.ft.	7.00	88,200.00
18-inch Sewer Pipe	7,900	lin.ft.	8.00	63,200.00
24-inch Sewer Pipe	500	lin.ft.	12.00	6,000.00
27-inch Sewer Pipe	250	lin.ft.	16.00	4,000.00
30-inch Sewer Pipe	1,930	lin.ft.	18.00	34,740.00
42-inch Sewer Pipe	160	lin.ft.	30.00	4,800.00
48-inch Sewer Pipe	230	lin.ft.	40.00	9,200.00
Extra for Pipe Under Pavement	2,760	lin.ft.	8.00	22,080.00
8-inch Paved Culvert End Slopes	6	only	70.00	420.00
12-inch Paved Culvert End Slopes	1	only	80.00	80.00
15-inch Paved Culvert End Slopes	50	only	90.00	4,500.00
18-inch Paved Culvert End Slopes	90	only	100.00	9,000.00
24-inch Paved Culvert End Slopes	12	only	200.00	2,400.00
30-inch Paved Culvert End Slopes	10	only	300.00	3,000.00
48-inch Paved Culvert End Slopes	1	only	400.00	400.00
54-inch Paved Culvert End Slopes	4	only	500.00	2,000.00
36-inch Arch Type Paved Culvert End Slopes	2	only	300.00	600.00
Special Paved Culvert End Slopes	4	only	400.00	1,600.00
Concrete Manholes	22	only	500.00	11,000.00
Drop Manholes	5	only	1,000.00	5,000.00
Concrete Slope Protectors	2	only	300.00	600.00
Concrete Inlets, Type G-1	10	only	200.00	2,000.00
Concrete Inlets, Type G-2	26	only	250.00	6,500.00
Concrete Inlets, Type G-2M	1	only	300.00	300.00
Concrete Inlets, Type G-2MA	165	only	320.00	52,800.00
Concrete Inlets, Type G-2S	6	only	300.00	1,800.00
Concrete Inlets, Type B	2	only	250.00	500.00
Corrugated Metal Catch Inlets	6	only	200.00	1,200.00
8-inch Drain Pipe	5,400	lin.ft.	4.00	21,600.00

Special Filter Material in Drains	60	cu.yd.	16.00	960.00
Guard Rail, Type 1	60	lin.ft.	4.00	240.00
Guard Rail, Type 2	220	lin.ft.	5.00	1,100.00
Guard Rail, Type 2A	17,900	lin.ft.	4.20	75,180.00
Guard Rail Anchors	50	only	200.00	10,000.00
Extra for Guard Rail Bridge Connections	30	only	180.00	5,400.00
Concrete Barrier	11,500	lin.ft.	11.00	126,500.00
Type 2 Fence	29,400	lin.ft.	0.70	20,580.00
CL-6 Chain Link Fence	6,200	lin.ft.	2.50	15,500.00
Concrete Curbs	120	cu.yd.	75.00	9,000.00
Extra for Asphalt Approaches	40	only	30.00	1,200.00
Extra for Asphalt Curbs	4,000	lin.ft.	1.00	4,000.00
Loose Riprap, Class 50	1,900	cu.yd.	7.70	14,630.00
Guide Posts	770	only	7.50	5,775.00
Guide Posts, Flexible	30	only	17.00	510.00
Reconstruct Concrete Manholes	1	only	1,000.00	1,000.00
Salvage and Reinstall Mile Posts	26	only	20.00	520.00
1 1/4-inch Electrical Conduit	400	lin.ft.	2.00	800.00
2-inch Electrical Conduit	290	lin.ft.	2.50	725.00
Roadside Seeding and Mulching	170	acre	260.00	44,200.00
Signing				
Removal of Existing Sign Installations	All Required			6,000.00
Painted Wood Sign Posts	All Required			4,800.00
Sign Support Footings	All Required			34,000.00
Breakaway Sign Posts	All Required			15,000.00
Single Sign Supports	All Required			7,000.00
Double Sign Supports	All Required			2,000.00
Sign Bridge, Sta. 1718+00 Rt.	All Required			15,000.00
Sign Bridge, Sta. 1768+25 Rt.	All Required			16,000.00
Sign Bridge, Sta. 1852+00	All Required			18,000.00
Cantilever Sign Structure, Sta. 1162+80 Rt.	All Required			5,000.00
Cantilever Sign Structure, Sta. 1180+75 Rt.	All Required			5,000.00
Cantilever Sign Structure, Sta. 1602+80 Rt.	All Required			5,000.00
Cantilever Sign Structure, Sta. 1624+50 Rt.	All Required			4,000.00
Cantilever Sign Structure, Sta. 1735+50 Rt.	All Required			5,000.00
Cantilever Sign Structure, Sta. 1820+00 Rt.	All Required			5,000.00
Cantilever Sign Structure, Sta. 1830+00 Rt.	All Required			4,000.00
Cantilever Sign Structure, Sta. 1840+00 Rt.	All Required			4,000.00
Structure Mounts	All Required			6,000.00
Type "A" and "B" Signs in Place	4,030	sq.ft.	7.00	28,210.00
Type "C", "D" and "R" Signs in Place	1,595	sq.ft.	4.00	6,380.00

Type "E", "F", "G" and "M" Signs in Place	278	sq.ft.	5.00	1,390.00
Type "EE" Signs in Place	115	sq.ft.	6.00	690.00
Type "H" Signs in Place	106	sq.ft.	5.00	530.00
Type "U" Signs in Place	30	sq.ft.	8.00	240.00
Sign Illumination Equipment	All	Required		10,000.00
Thermoplastic Pavement Arrows	6	only	110.00	660.00
Mono-Directional Crystal Type 1 Markers	7,400	only	1.40	10,360.00
White Type 2 Markers	37,000	only	0.60	22,200.00
Illumination				
Removal of Existing Illumination Installation	All	Required		5,000.00
Roadway Lighting Poles and Foundations	All	Required		90,000.00
Luminaires and Ballasts	All	Required		10,000.00
Switching, Conduit, Wiring, Lamps, Etc.	All	Required		80,000.00
				$12,795,690.00
Additional Items				
Flagging (60% of Contractor's Cost)	All	Required		$ 90,000.00
Permanent Pavement Striping	All	Required		3,500.00
Stage Construction Striping	All	Required		3,000.00
Temporary Erosion Control	All	Required		10,000.00
On-the-Job Trainees (15 @ $800)	All	Required		12,000.00
Borrow Material (Barnick #47245)	230,000	cu.yd.	0.15	34,500.00
Borrow Material (Austin #47239)	214,000	cu.yd.	0.31	66,340.00
				$ 219,340.00
Subtotal				$13,015,030.00
10% Engr. & Cont.				1,301,503.00
Total				$14,316,533.00

Type Code X781
Woodburn Interchange, Br. No. 7802A (Sta. 1171+65.93)(Length 366')

Shoring and Cribbing	All	Required (45%)		$ 15,750.00
Structure Excavation	1,160	cu.yd.	6.00	6,960.00
Structure Excavation Below Elevation Shown	100	cu.yd.	7.00	700.00
Furnish Concrete Piling	19,104	lin.ft.	3.00	57,312.00
Drive Concrete Piling	297	only	150.00	44,550.00
Concrete Pile Extensions	900	lin.ft.	5.00	4,500.00
Class "A" Concrete (578 cu.yd.)	All	Required (50%)		55,000.00
Class "AA" Concrete (2,030 cu.yd.)	All	Required (55%)		275,000.00
100'/105' Type 4 Prestressed Beams	24	only	3,200.00	76,800.00
Prestressing Steel (57,800 lb.)	All	Required (55%)		63,250.00
Reinforcement (471,000 lb.)	All	Required(50%)		80,000.00

Two Tube Metal Railing	753	lin.ft.	12.00	9,036.00
Pedestrian Handrail	366	lin.ft.	18.00	6,588.00
Preparation of Slopes	920	sq.yd.	4.50	4,140.00
Concrete Slope Paving	920	sq.yd.	8.50	7,820.00
Berm Paving	240	sq.yd.	5.30	1,272.00
Slope Paving Curb	310	lin.ft.	4.70	1,457.00
Reinforced Concrete Bridge End Panels	715	sq.yd.	23.00	16,445.00
8-inch Culvert Pipe	290	lin.ft.	3.50	1,015.00
12-inch Steel Casing	165	lin.ft.	18.00	2,970.00
2-inch Electrical Conduit	380	lin.ft.	2.50	950.00
				$ 731,515.00

Type Code X781
Hopmere Road U'xing, Br. No. 7851A (Sta. N.B. 1613+4728)(Length 322')

Shoring and Cribbing	All Required (55%)			$ 19,250.00
Structure Excavation	1,040	cu.yd.	6.00	6,240.00
Structure Excavation Below Elevation Shown	100	cu.yd.	7.00	700.00
Furnish Concrete Piling	14,858	lin.ft.	3.00	44,574.00
Drive Concrete Piling	297	only	150.00	44,550.00
Concrete Pile Extensions	700	lin.ft.	5.00	3,500.00
Class "A" Concrete (532 cu.yd.)	All Required(50%)			55,000.00
Class "AA" Concrete (1,860 cu.yd.)	All Required (45%)			225,000.00
85'/90' Type 4 Prestressed Beams	24	only	2,800.00	67,200.00
Prestressing Steel (46,700 lb.)	All Required (45%)			51,750.00
Reinforcement (432,600 lb.)	All Required (50%)			80,000.00
Two Tube Metal Railing	622	lin.ft.	12.00	7,464.00
Pedestrian Handrail	322	lin.ft.	18.00	5,796.00
Preparation of Slopes	880	sq.yd.	4.50	3,960.00
Concrete Slope Paving	880	sq.yd.	8.50	7,480.00
Berm Paving	160	sq.yd.	5.30	848.00
Slope Paving Curb	270	lin.ft.	4.70	1,269.00
Reinforced Concrete Bridge End Panels	535	sq.yd.	23.00	12,305.00
8-inch Culvert Pipe	270	lin.ft.	3.50	945.00
12-inch Steel Casing	175	lin.ft.	18.00	3,150.00
2-inch Electrical Conduit	340	lin.ft.	2.50	850.00
				$ 641,831.00

Type Code X771
Gervais Road U'xing, Br. No. 7803A (Sta. 1246+26.54)(Length 574')

Shoring, Cribbing, Etc.	All Required (30%)			$ 6,000.00
Structure Excavation	650	cu.yd.	6.20	4,030.00
Structure Excavation Below Elevation Shown	50	cu.yd.	7.20	360.00
Furnish Concrete Piling	7,412	lin.ft.	3.00	22,236.00
Drive Concrete Piles	128	only	150.00	19,200.00

Concrete Pile Extensions	350	lin.ft.	5.00	1,750.00
Class "A" Concrete (1,000 cu.yd.)	All Required (40%)			140,000.00
*Composite Expansion Joint, Type 250	82	lin.ft.	70.00	5,740.00
Reinforcement (211,700 lb.)	All Required(40%)			40,000.00
Structural Steel (1,200,000 lb.)	All Required (35%)			350,000.00
Two Tube Metal Railing	1,173	lin.ft.	12.00	14,076.00
Preparation of Slopes	270	sq.yd.	4.50	1,215.00
Concrete Slope Paving	270	sq.yd.	8.50	2,295.00
Berm Paving	140	sq.yd.	5.30	742.00
Slope Paving Curb	190	lin.ft.	5.00	950.00
Reinforced Concrete Bridge End Panels	180	sq.yd.	23.00	4,140.00
8-inch Culvert Pipe	390	lin.ft.	3.50	1,365.00
				$ 614,099.00

Type Code X771
Chemawa Rd. U'xing, Br. No. 7855B (Sta. 1786+30.37)(Length 392')

Bridge Removal Work	All Required (50%)			$ 45,000.00
Shoring, Cribbing, Etc.	All Required (70%)			14,000.00
Structure Excavation	1,010	cu.yd.	6.20	6,262.00
Structure Excavation Below Elevation Shown	100	cu.yd.	7.20	720.00
Furnish Concrete Piling	6,116	lin.ft.	3.00	18,348.00
Drive Concrete Piles	137	only	150.00	20,550.00
Concrete Pile Extensions	250	lin.ft.	5.00	1,250.00
Class "A" Concrete (1,550 cu.yd.)	All Required (60%)			210,000.00
*Composite Expansion Joint, Type 200A	100	lin.ft.	50.00	5,000.00
*Composite Expansion Joint, Type 250	98	lin.ft.	70.00	6,860.00
Reinforcement (391,400 lb.)	All Required (60%)			60,000.00
Structural Steel (2,057,000 lb.)	All Required (65%)			650,000.00
Bearing Devices	11	only	800.00	8,800.00
Two Tube Metal Railing	790	lin.ft.	12.00	9,480.00
Pedestrian Handrail	400	lin.ft.	18.00	7,200.00
Preparation of Slopes	1,830	sq.yd.	4.50	8,235.00
Concrete Slope Paving	1,830	sq.yd.	8.50	15,555.00
Berm Paving	180	sq.yd.	5.30	954.00
Slope Paving Curb	280	lin.ft.	5.00	1,400.00
Precast Concrete Panels	70	sq.yd.	90.00	6,300.00
Reinforced Concrete Bridge End Panels	620	sq.yd.	23.00	14,260.00
8-inch Culvert Pipe	290	lin.ft.	3.50	1,015.00
1-inch Electrical Conduit	180	lin.ft.	2.00	360.00

2-inch Electrical Conduit	500 lin.ft.	2.50	1,250.00
			$ 1,112,799.00

Type Code X781
St. Louis Rd. U'xing, Br. No. 7847A (Sta. 1333+20)(Length 266')

Shoring, Cribbing, Etc.	All Required (33%)		$ 6,600.00
Structure Excavation	550 cu.yd.	6.20	3,410.00
Structure Excavation Below Elevation Shown	50 cu.yd.	7.20	360.00
Granular Backfill Material	330 cu.yd.	10.00	3,300.00
Furnish Concrete Piling	5,036 lin.ft.	3.00	15,108.00
Drive Concrete Piles	98 only	150.00	14,700.00
Concrete Pile Extensions	250 lin.ft.	5.00	1,250.00
Class A Concrete (425 cu.yd.)	All Required (25%)		47,500.00
Class AA Concrete (565 cu.yds.)	All Required (40%)		88,000.00
115'/120' Bulb Tee Prestressed Beams	14 only	3,500.00	49,000.00
Prestressing Steel (22,500 lb.)	All Required (30%)		19,200.00
Reinforcement (173,000 lb.)	All Required (30%)		30,000.00
Two Tube Metal Railing	620 lin.ft.	12.00	7,440.00
Pedestrian Handrail	307 lin.ft.	18.00	5,526.00
Preparation of Slopes	460 sq.yd.	4.50	2,070.00
Concrete Slope Paving	460 sq.yd.	8.50	3,910.00
Slope Paving Curb	240 lin.ft.	5.30	1,272.00
Reinforced Concrete Bridge End Panels	420 sq.yd.	23.00	9,660.00
8-inch Culvert Pipe	230 lin.ft.	3.50	805.00
12-inch Steel Casing	490 lin.ft.	18.00	8,820.00
			$ 317,931.00

Type Code X781
Concomley Rd. U'xing, Br. No. 7849A (Sta. 1452+29.57)(Length 366')

Shoring, Cribbing, Etc.	All Required (33%)		$ 6,600.00
Structure Excavation, Unclassified	550 cu.yd.	6.20	3,410.00
Structure Excavation Below Elevation Shown	50 cu.yd.	7.20	360.00
Furnish Concrete Piling	7,064 lin.ft.	3.00	21,192.00
Drive Concrete Piles	116 only	150.00	17,400.00
Concrete Pile Extensions	350 lin.ft.	5.00	1,750.00
Class A Concrete (610 cu.yd.)	All Required (40%)		76,000.00
Class AA Concrete (495 cu.yd.)	All Required (30%)		66,000.00
130'/135' Bulb Tee Prestressed Beams	12 only	4,000.00	48,000.00
Prestressing Steel (24,500 lb.)	All Required (40%)		25,600.00

Reinforcement (192,000 lb.)	All Required (40%)			40,000.00
Two Tube Metal Railing	750 lin.ft.		12.00	9,000.00
Preparation of Slopes	320 sq.yd.		4.50	1,440.00
Concrete Slope Paving	320 sq.yd.		8.50	2,720.00
Slope Paving Curb	300 lin.ft.		5.30	1,590.00
8-inch Culvert Pipe	330 lin.ft.		3.50	1,155.00
12-inch Steel Casing	220 lin.ft.		18.00	3,960.00
				$ 326,177.00

Type Code X781
Quinaby Rd. U'xing, Br. No. 7852A (Sta. 1670+63.30)(Length 324')

Shoring, Cribbing, Etc.	All Required (34%)			$ 6,800.00
Structure Excavation, Unclassified	500 cu.yd.		6.20	3,100.00
Structure Excavation Below Elevation Shown	40 cu.yd.		7.20	288.00
Furnish Concrete Piling	6,154 lin.ft.		3.00	18,462.00
Drive Concrete Piles	119 only		15.00	17,850.00
Concrete Pile Extensions	300 lin.ft.		5.00	1,500.00
Class A Concrete (590 cu.yd.)	All Required (35%)			66,500.00
Class AA Concrete (480 cu.yd.)	All Required (30%)			66,000.00
120'/125' Bulb Tee Prestressed Beams	12 only		3,700.00	44,400.00
Prestressing Steel (19,700 lb.)	All Required (30%)			19,200.00
Reinforcement (183,500 lb.)	All Required (30%)			30,000.00
Two Tube Metal Railing	666 lin.ft.		12.00	7,992.00
Preparation of Slopes	370 sq.yd.		4.50	1,665.00
Concrete Slope Paving	370 sq.yd.		8.50	3,145.00
Slope Paving Curb	260 lin.ft.		5.30	1,378.00
Reinforced Concrete Bridge End Panels	260 sq.yd.		23.00	5,980.00
8-inch Culvert Pipe	280 lin.ft.		3.50	980.00
12-inch Steel Casing	190 lin.ft.		18.00	3,420.00
				$ 298,660.00

Type Code X781
Keene Rd. U'xing, Br. No. 7848A (Sta. N.B. 1399+18.39)(Length 320')

Shoring, Cribbing, Etc.	All Required (33%)			$ 6,600.00
Structure Excavation	420 cu.yd.		6.60	2,772.00
Structure Excavation Below Elevation Shown	30 cu.yd.		7.60	228.00
Furnish Concrete Piling	5,880 lin.ft.		3.00	17,640.00
Drive Concrete Piles	105 only		150.00	15,750.00
Concrete Pile Extensions	250 lin.ft.		5.00	1,250.00
Class A Concrete (258 cu.yd.)	All Required (33%)			29,700.00
Class AA Concrete (800 cu.yd.)	All Required (33%)			105,600.00
85'/90' Type 4 Prestressed Beams	10 only		2,800.00	28,000.00

Prestressing Steel (20,000 lb.)	All Required (33%)			29,700.00
Reinforcement (180,000 lb.)	All Required (33%)			33,000.00
Two Tube Metal Railing	664 lin.ft.	12.00		7,968.00
Preparation of Slopes	360 sq.yd.	4.50		1,620.00
Concrete Slope Paving	360 sq.yd.	8.50		3,060.00
Berm Paving	105 sq.yd.	5.30		556.50
Slope Paving Curb	240 lin.ft.	4.70		1,128.00
8-inch Culvert Pipe	260 lin.ft.	4.60		910.00
12-inch Steel Casing	180 lin.ft.	18.00		3,240.00
			$	288,722.50

Type Code X781
Waconda Road U'xing, Br. No. 7850A (Sta. 1519+95.35)(Length 354')

Shoring, Cribbing, Etc.	All Required (34%)		$	6,800.00
Structure Excavation	410 cu.yd.	6.60		2,706.00
Structure Excavation Below Elevation Shown	40 cu.yd.	7.60		304.00
Furnish Concrete Piling	6,140 lin.ft.	3.00		18,420.00
Drive Concrete Piles	110 only	150.00		16,500.00
Concrete Pile Extensions	300 lin.ft.	5.00		1,500.00
Class A Concrete (285 cu.yd.)	All Required (34%)			30,600.00
Class AA Concrete (865 cu.yd.)	All Required (34%)			108,800.00
95'/100' Type 4 Prestressed Beams	5 only	3,000.00		15,000.00
100'/105' Type 4 Prestressed Beams	5 only	3,200.00		16,000.00
Prestressing Steel (24,000 lb.)	All Required (34%)			30,600.00
Reinforcement(203,000 lb.)	All Required (34%)			34,000.00
Two Tube Metal Railing	730 lin.ft.	12.00		8,760.00
Preparation of Slopes	480 sq.yd.	4.50		2,160.00
Concrete Slope Paving	480 sq.yd.	8.50		4,080.00
Berm Paving	110 sq.yd.	5.30		583.00
Slope Paving Curb	300 lin.ft.	4.70		1,410.00
Reinforced Concrete Bridge End Panels	210 lin.ft.	23.00		4,830.00
8-inch Culvert Pipe	320 lin.ft.	3.50		1,120.00
12-inch Steel Casing	190 lin.ft.	18.00		3,420.00
			$	307,593.00

Type Code X781
Perkins Road U'xing, Br. No. 7853A (Sta. 1697+30.54)(Length 320')

Shoring, Cribbing, Etc.	All Required (33%)		$	6,600.00
Structure Excavation	420 cu.yd.	6.60		2,772.00
Structure Excavation Below Elevation Shown	30 cu.yd.	7.60		228.00
Furnish Concrete Piling	5,796 lin.ft.	3.00		17,388.00
Drive Concrete Piles	105 only	150.00		15,750.00

Concrete Pile Extensions	250 lin.ft.	5.00	1,250.00
Class A Concrete (258 cu.yd.)	All Required (33%)		29,700.00
Class AA Concrete (800 cu.yd.)	All Required(33%)		105,600.00
85'/90' Type 4 Prestressed Beams	10 only	2,800.00	28,000.00
Prestressing Steel (20,000 lb.)	All Required (33%)		29,700.00
Reinforcement (180,000 lb.)	All Required (33%)		33,000.00
Two Tube Metal Railing	664 lin.ft.	12.00	7,968.00
Preparation of Slopes	360 sq.yd.	4.50	1,620.00
Concrete Slope Paving	360 sq.yd.	8.50	3,060.00
Berm Paving	105 sq.yd.	5.30	556.50
Slope Paving Curb	240 lin.ft.	4.70	1,128.00
8-inch Culvert Pipe	260 lin.ft.	3.50	910.00
12-inch Steel Casing	180 lin.ft.	18.00	3,240.00
1-inch Electrical Conduit	110 lin.ft.	2.00	220.00
			$ 288,690.50

Type Code X281
I-305 N.B. O'xing (Chemawa Intchge.), Br. Nos. 7855 C & D (Sta. 1798+65.75 to 1802+54.75)

Shoring, Cribbing, Etc.	All Required		$ 20,000.00
Structure Excavation	6,600 cu.yd.	8.20	54,120.00
Structure Excavation Below Elevation Shown	600 cu.yd.	9.20	5,520.00
Furnish Concrete Piling	12,768 lin.ft.	3.00	38,304.00
Drive Concrete Piles	463 only	150.00	69,450.00
Concrete Pile Extensions	600 lin.ft.	5.00	3,000.00
Class A Concrete (1,754 cu.yd.)	All Required		160,000.00
Class AA Concrete (4,211 cu.yd.)	All Required		600,000.00
Prestressing Steel (300,000 lb.)	All Required		150,000.00
Reinforcement (990,300 lb.)	All Required		180,000.00
Reinforced Concrete Bridge End Panels	600 sq.yd.	23.00	13,800.00
8-inch Culvert Pipe	200 lin.ft.	4.50	900.00
1-inch Electrical Conduit	900 lin.ft.	2.00	1,800.00
			$ 1,296,894.00

Type Code X920
Labish Bottom O'xing, Br. Nos. 16086 and 16086A (Sta. 1736+72.5 to Sta. 1740+50)

Shoring, Cribbing, Etc.	All Required		$ 20,000.00
Structure Excavation	240 cu.yd.	12.00	2,880.00
Structure Excavation Below Elevation Shown	20 cu.yd.	13.00	260.00
Furnish HP 10x42 Steel Piling	13,860 lin.ft.	4.00	55,440.00

Drive Steel Piles	231	only	150.00	34,650.00
Splice Steel Piles	50	only	10.00	500.00
Class A Concrete (2,193 cu.yd.)	All	Required		190,000.00
Reinforcement (644,400 lb.)	All	Required		110,000.00
Reinforced Concrete Bridge End Panels	550	sq.yd.	23.00	12,650.00
12-inch Culvert Pipe	40	lin.ft.	8.00	320.00
				$ 426,700.00

Type Code X181
S.P.T. Co. O'xing, Br. No. 7854C (Sta. 1845+71.87 to 1843+84.87)

Bridge Removal Work	All	Required		$ 90,000.00
Shoring, Cribbing, Etc.	All	Required		30,000.00
Structure Excavation	1,240	cu.yd.	7.00	8,680.00
Structure Excavation Below Elevation Shown	100	cu.yd.	8.00	800.00
Granular Backfill Material	600	cu.yd.	10.00	6,000.00
Furnish Concrete Piling	7,556	lin.ft.	3.00	22,668.00
Drive Concrete Piling	174	only	150.00	26,100.00
Concrete Pile Extensions	300	lin.ft.	5.00	1,500.00
Class A Concrete (1,564 cu.yd.)	All	Required		230,000.00
Class A Concrete in Retaining Walls	20	cu.yd.	150.00	3,000.00
35'/40' Type 2 Prestressed Beams	17	only	800.00	13,600.00
40'/45' Type 2 Prestressed Beams	17	only	950.00	16,150.00
45'/50' Type 2 Prestressed Beams	17	only	710.00	12,070.00
55'/60' Type 2 Prestressed Beams	17	only	1,200.00	20,400.00
Reinforcement (329,000 lb.)	All	Required		60,000.00
Reinforcement in Retaining Walls	1,400	lb.	0.20	280.00
Reinforced Concrete Bridge End Panels	1,100	sq.yd.	23.00	25,300.00
8-inch Culvert Pipe	140	lin.ft.	4.50	630.00
1 1/4-inch Electrical Conduit	260	lin.ft.	2.00	520.00
				$ 567,698.00
				$ 7,219,310.00

*Note: Experimental (Category 2)

Additional Items

Railroad Protective Cost	All Required	$ 35,000.00
Work by S.P.T. Co. (RR)	All Required	25,000.00
		$ 60,000.00
	Subtotal	$ 7,279,310.00
	10% Engr. & Cont.	727,931.00
	Total	$ 8,007,241.00

Length of Roadway - - - - - - - 13.155 miles
Length of Structures (2)- - - 0.180 mile
Total- - - 13.335 miles

Cost of Roadway Per Mile- - - $1,088,2950.93

Retained in Program Status

Slide Correction	All Required	$ 50,000.00
Work by O.E.R.R.	All Required	35,000.00
Work by P.G.E. Co.	All Required	10,000.00
Work by Bonneville Power Admn.	All Required	120,000.00
Additional Driving of Piles	All Required	10,000.00
Additional Stone Embankment at Bridge Ends	All Required	80,000.00
Install Collector Posts at S.P.R.R.	All Required	4,000.00
Pile Load Tests	All Required	5,000.00
Additional Driving of Piles	All Required	10,000.00
	Subtotal	$ 324,000.00
	10% Engr. & Cont.	32,400.00
	Total	$ 356,400.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$14,316,533.00	$13,209,864.00	$1,106,669.00
Structures	8,007,241.00	7,388,281.00	618,960.00
Credit for Structures Removed		(271,225.00)	271,225.00
Subtotals	$22,323,774.00	$20,326,920.00	$1,996,854.00
Retained in Program	356,400.00	328,481.00	27,919.00
Totals	$22,680,174.00	$20,655,401.00	$2,024,773.00

Group 1 - 98%; Group 8 - 1%; Group 9 - 1%

Contract No. 7866

Prefix 624-1089

WOODBURN INTCHGE.-HAYESVILLE INTCHGE. SECTION

Nonparticipating - State Work

Bridge Removal Work #7802A	All Required (50%)	$ 40,000.00
Bridge Removal Work #7851A	All Required (50%)	40,000.00
Bridge Removal Work #7803A	All Required (50%)	45,000.00
Bridge Removal Work #7847A	All Required (33%)	33,000.00
Bridge Removal Work #7849A	All Required (33%)	33,000.00
Bridge Removal Work #7852A	All Required (34%)	34,000.00
Bridge Removal Work #7848A	All Required (33%)	33,000.00
Bridge Removal Work #7850A	All Required (34%)	34,000.00
Bridge Removal Work #7853A	All Required (33%)	33,000.00
		$ 325,000.00
Additional Items		
Install 14" Telephone Casing	All Required	$ 8,000.00
State Responsibility for Damages	All Required	5,000.00
		$ 13,000.00
	Subtotal	$ 338,000.00
	10% Engr. & Cont.	33,800.00
	Total	$ 371,800.00

WOODBURN INTCHGE.-HAYESVILLE INTCHGE. SECTION

OREGON PROJECT NO. I-5-5(36)260

CREDIT FOR STRUCTURES

	Pro Rata	Total Participating Cost	Fed. Funds
Woodburn Intchge. #7802	61.97	$ 56,203.56	$ 34,565.00
Gervais Road #7803	61.97	100,609.17	61,976.00
St. Louis Road #7847	61.97	35,857.55	21,897.00
Keene Road #7848	61.97	39,324.82	24,191.00
Concomley Road #7849	61.97	48,154.08	29,489.00
Waconda Road #7850	61.97	45,694.04	27,944.00
Hopmere Road #7851	61.97	38,561.59	23,721.00
Quinaby Road #7852	61.97	38,561.99	23,721.00
Perkins Road #7853	61.97	38,561.99	23,721.00
		$441,528.82	$271,225.00

WOODBURN-HAYESVILLE SECTION

Railroad Protective Cost - OERR

Figure one Section Foreman for six months
Salary $896.95 Mo. HQ Salem
Expenses $3.00 day

$896.95 x 6		$ 5,381.70
35% loading		1,883.60
Expenses, 21 days x 6 mo. x $3.00		378.00
Engineer Inspector		
Labor		300.00
Equipment Rental		50.00
		$ 7,993.30
Additional RR Protection Cost for Chemawa Road		$ 2,000.00
	Total	$ 9,993.30
State will pay up to		$10,000.00

Railroad Protective Cost - SPTC

Flagmen		$ [illegible],200.00
Engineer Inspector		20,000.00
Loading		1,800.00
	Total	$25,000.00
State will pay up to		$25,000.00

#7866

PHONE 655-6351
135 EAST HEREFORD STREET

Coral Corporation

P. O. BOX 258
GLADSTONE, OREGON 97027

August 13, 1976

NOTED
E. S. HUNTER

Mr. Chris L. Mullmann
Attorney
Pacific Northwest Bell
421 SW Oak Street
Portland, Oregon 97204

RE: Your Letter of June 10, 1976

Dear Mr. Mullmann:

Please accept our apologies for not having responded to your letter earlier. I would like to thank you for taking the time to write, and we are sorry for any inconvenience caused by our crews on June 3rd.

By way of an explanation of what was happening I am enclosing a copy of an inter-office memo from Mr. Jay Minor, our general superintendent. You were correct in your assumption that there was not a good excuse and you may rest assured that all parties concerned have been reprimanded for their poor judgment.

Cordially,

Robert D. Laam
Secretary

NOTED
F. B. KLABOE

RDL/sls

Enclosure

CC: E.E. Bradaw
F.B. Klaboe

RECEIVED
STATE HWY ENGR
AUG 17 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
DOT OPERATIONS
AUG 16 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Coral Corporation

August 6, 1976

TO: Bob Laam

FROM: Jay Minor

SUBJECT: PNB Letter of June 10, 1976

I apologize for the delay in responding to Mr. Mullmann's letter of June 10, 1976.

On June 3, 1976, we had a crew on Gordon H. Ball, Inc., Oregon Contract No. 7866, Woodburn to Hayesville, erecting steel cantilever sign structures. These structures were located in the southbound lanes of interstate 5 approximately 1 1/2 miles north of the first Salem exit south of the Brooks interchange. These sign structures were of such a length that in order to erect them, at least 2 lanes of the 3 lanes southbound had to be closed.

There have been three methods used on this contract to close the traveled lanes to traffic in order to conduct contract work:

1) Completely close all traveled lanes some time between the hours of 12 midnight to 6:00 A.M.. This method was used to erect our sign bridge across the freeway and used by the prime contractor for bridge removal and erection of bridge beams.

2) Cone off and close only those lanes restricted by the work using an appropriate approved temporary sign plan. When using this method, a minimum of two lanes in each direction had to be left open.

3) Pace the public traffic at a lower than normal freeway speed using pilot vehicles between the interchanges. This method was used on the contract when the work that restricted the traveled lanes was of a short duration.

Unfortunately, our foreman made the decision to use the third method without additional proper pilot cars and signing or the use of a state vehicle or highway patrol vehicle. He began pacing the traffic at the Brooks interchange with three of our company trucks. Our crews, the prime contractor's crews and the State Highway Department had previously used this method successfully on this project. However, the pacing of the traffic was generally used when the project

had only 2 lanes in each direction and narrow shoulders. Therefore, there was no opportunity for the traffic to pass on the left and right. On June 3, 1976, when our crew attempted to pace the traffic, the freeway was open to its final configuration with wide shoulders, both on the inside and outside, and three full lanes.

After coordinating when the steel erection crew was to perform their work, three of our employees in three separate company vehicles began pacing the traffic southbound from Brooks interchange. From this point on, our problems compounded themselves. Since we used our own vehicles without enough pilot car signing and did not use any state vehicles, the motorists directly following our equipment did not recognize that we had a purpose in slowing the traffic and restricting the movement to 35 mph. The motorists apparently assumed that we had no official business in what we were doing and were pulling off "some kind of teamsters protest". As a result, a number of the motorists tried to pass our trucks on the right or left in the wide emergency lanes. This resulted in confusion between our trucks and motorists trying to pass us. Our foreman admits to trying to stop vehicles from passing in the emergency lanes since he feared that if a car was able to get around him, the consequences coul d have been extremely dangerous since there was a crane and steel erection crew unprotected in the middle of the traveled lanes ahead of him. He did not have radio contact with this crew, so if a car was able to pass him, he had no way of warning the erection crew.

I was notified of this problem by Mr. Clyde Huskey by telephone the morning of June 3rd. I immediately contacted our foreman and interviewed everyone involved and reprimanded each individual personally. Those areas where I feel that we did not use good judgement are:

1) The traffic was too heavy to use pacing as a method of control.

2) We did not have adequate warning signs to advise the traveling public as to our intent.

3) Our pace vehicles were not in radio contact with the unprotected crew on the road.

4) There should have been a state vehicle as one of the pilot cars.

5) Our foreman used very poor judgment in letting his concern for the safety of his steel erecting crew override consideration for the traveling public.

A footnote to this, is that after the circumstances of pacing the traffic in the referenced letter, our foreman contacted a highway patrol office and requested help. The officer claimed that he could not or did not have enough time to help. Subsequently, that same morning, our crew paced the traffic twice more using our three trucks and an Oregon State Highway Division vehicle with a state inspector driving on the shoulder of the freeway. There apparently was no problem or complaints using four vehicles to pilot the traffic rather than three.

7864

DEPARTMENT OF STATE POLICE

GENERAL HEADQUARTERS

PUBLIC SERVICE BUILDING • • • • SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

June 30, 1976

Mr. Chris L. Mullmann
Pacific Northwest Bell
421 SW Oak Street
Portland, OR 97204

Dear Mr. Mullmann:

In view of Mr. Klaboe's letter directed to you on June 29, we will not investigate your complaint against the Coral Corporation trucks.

We appreciate your interest in traffic safety.

Sincerely,

Robert R. Fisher, Superintendent

By E. E. Brandaw
Emil E. Brandaw, Captain
Traffic Division

cc: Mr. F. B. Klaboe
Captain V. L. Kezar
Lt. J. S. Westerberg

al

RECEIVED
DOT OPERATIONS
JUL 9 '76
REFER TO
FOR
Info | Issue | R/O | D/R | Sign | Act | File

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS
JUL 1 '76
REFER TO
FOR
Info | Issue | R/O | D/R | Sign | Act | File

COPY

7846

bc: H. S. Coulter
C. T. Keasey
E. J. Hall
E. S. Hunter
C. O. Fredrickson

TWL:elf srb

June 29, 1976

Mr. Chris L. Mullmann
Pacific Northwest Bell
421 S.W. Oak Street
Portland, Oregon 97204

Dear Mr. Mullmann:

I am sorry for the inconvenience you recently experienced on Interstate 5. The section of freeway between Woodburn and Salem has been under reconstruction since April 1973. The contractor on the project is now putting forth an extreme effort to complete all work on the project within the next two or three weeks.

Our Resident Engineer on the project investigated the incident you observed on Thursday, June 3. A subcontractor on the project, Corel Corporation, was moving a cantilever sign structure that extended over all three lanes of the freeway. Rather than bring all lanes of traffic to a complete stop while the structure was being moved, the contractor was given permission to slow down traffic for a short period of time, creating a blank space in the traffic pattern, during which time the structure would be moved without endangering the traveling public.

This method of slowing down traffic to create a traffic-free work area for a few minutes has been used successfully in the past and is considered much safer than bringing all freeway traffic to a complete stop.

The prime contractor had been instructed previously by letter to equip the rear of the vehicle leading the slow down with an orange sign stating "Pilot Car Follow Me" and a black and white sign stating "Do Not Pass." On this particular day, the prime contractor allowed the subcontractor to use his own vehicles for the slow down. Those vehicles were not equipped with roto beams nor the required signs.

The contractor proceeded with the slow down without receiving approval of the state inspector for his procedure; so the slow down was in progress before we were aware that the vehicles were improperly equipped.

We regret the contractor's activity was allowed to proceed without closer scrutiny on our part and steps are being taken to prevent any recurrence of such an incident.

Very truly yours,

F. B. Klaboe
Chief of Operations

cc: Captain E. E. Brandaw, OSP

41-734-5000

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 624-1089

Salem, Oregon

June 23, 1976

FROM: T. W. Litchfield
REGION OPERATIONS ENGINEER

TO: H. S. Coulter
STATE HIGHWAY ENGINEER

SUBJECT: Complaint by Chris L. Mullmann
Traffic Slow Down
Woodburn-Hayesville Section
Pacific Highway
Marion County
Contract #7866

Attached you will find a rough draft reply to Mr. Chris L. Mullmann's letters dated June 10, 1976, regarding the traffic slow down by Coral Corporation on June 3, 1976.

You will also find attached letters dated June 18, 1976 and November 27, 1974, from our Resident Engineer, E. J. Hall, regarding this situation.

TWL/elf

Attach.

RECEIVED
STATE HWY ENGR
JUN 24 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Lloyd G. Hammel, Jr.
General Attorney
Chris L. Mullmann
William H. Replogle
Attorneys

RECEIVED
DOT Orthopedics
JUN 16 '76
REFER TO Center
FOR
Info | Imed | R/D | D/R | Sig | Act | File

Pacific Northwest Bell
421 S.W. Oak Street
Portland, Oregon 97204
Phone (503) 242-5541

June 10, 1976

RECEIVED
STATE HWY ENGR
JUN 16 '76
REFER TO Fredrickson cy ESH
FOR
Info | Imed | R/D | D/R | Sig | Act | File

Mr. F. B. Klaboe
Chief of Operations
State Highway Building
Salem, OR 97310

Gentleman:

Enclosed please find a copy of my letter to Coral Corporation regarding an incident on June 3, 1976 on Interstate Highway 5. On that morning three vehicles owned by Coral Corporation were engaged in blocking the three southbound lanes of Interstate Highway 5, just south of Wilsonville, for approximately two miles. Vehicles attempting to pass the obstruction by use of the emergency lanes were cut off by drivers of the company vehicles. To insure that vehicles could not then drive through the obstruction the drivers of the other two vehicles would move to the left or right and straddle two lanes preventing all vehicles from circumventing the obstruction. The action of the drivers of the Coral vehicles was extremely dangerous and in obvious disregard of the safety of other drivers. I am enclosing a copy of my letter to Coral Corporation regarding this incident and I am requesting that your office investigate the circumstances surrounding the actions of the drivers of the Coral vehicles. I would appreciate receiving a response to this letter as soon as you have had an opportunity to investigate the circumstances. I appreciate your co-operation.

Very truly yours,

CHRIS L. MULLMANN
Attorney

Enclosure

Lloyd G. Hammel, Jr.
General Attorney
Chris L. Mullmann
William H. Replogle
Attorneys

Pacific Northwest Bell
421 S.W. Oak Street
Portland, Oregon 97204
Phone (503) 242-5541

June 10, 1976

Mr. James B. Irving
President
Coral Corporation
135 E. Hereford
Gladstone, OR

Dear Mr. Irving:

On Thursday, June 3, 1976 I was traveling to Salem on Interstate Highway 5 for a 9:30 meeting with Clyde Huskey of the Workmen's Compensation Board of the State of Oregon. Just south of Woodburn three of your company vehicles began blocking all lanes of southbound traffic, ultimately backing up traffic for more than two miles at an approximate speed of 30 to 35 miles an hour. If any vehicle attempted to pass your company vehicles on the emergency shoulder, one vehicle would edge over to block that access and the other two vehicles would straddle lanes preventing vehicular travel from passing this moving road block.

In my opinion this conduct was both reckless and in obvious disregard of the safety of other vehicles. In fact, at one point your company's vehicles almost sideswiped one another and were extremely close to causing a major accident.

For your information, two of the vehicles involved bore Oregon license plates. They were a pickup truck with license number 327-438 and Coral Corporation insignia. The second vehicle had license plate number AJS-141. Hopefully appropriate disciplinary action will be taken against the drivers of these vehicles to insure that this dangerous conduct never

reoccurs. By a copy of this letter I am advising the State Department of Police and the State Highway Division - Department of Transportation, asking that they immediately investigate the circumstances surrounding their action.

Very truly yours,

Chris Mullmann

CHRIS L. MULLMANN
Attorney

cc: E. E. Bradaw
F. B. Klaboe

7866

OREGON STATE HIGHWAY DIVISION

August 10, 1976

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

U. S. National Bank
P.O. Box 4412
Portland, OR 97208

Attn: Ella Anderson

Re: Donald M. Drake
Contracts : 7741, 7866, 7937, & 8338

We received your safekeeping receipt 207536, covering TCD 259380, $615,000; a replacement for matured TCD 259380, $610,000. All deposits in lieu of retainage on the above contracts remain the same except 8338. Deposits in lieu of retainage now total $13,000 for this contract.

Vernon E. Skoog
Controller

by _____
Janice Peterson
Contract Payments Executive

cc: Donald M. Drake

bc: C. W. Head
R. Church
C. Barrett

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 207566

DATE August 9, 1976

DISPOSITION OF PROCEEDS
- [X] CR. CKNG. Acc't 113-340
- [ ] CR. SVNG. Acc't
- [ ] Remit

DEPOSITED BY: Time Deposit

For The Acct. of •
Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Assigned to Oregon State Highway Division

$615,000.00	U. S. Bank Savings Certificate Nonnegotiable C/D	5.00% Ea
	Dated 8/9/76 : Due 9/9/76	
	Interest at Maturity	CUSIP

Cert #00 259380 @ 615M; N/O Donald M. Drake Co. & State of Oregon
"Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

Ella Anderson

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

US-2400 4/75 MNV. 31-320 HEAD OFFICE PORTLAND

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S.W. SIXTH AVENUE
P.O. Box 4412, PORTLAND, OREGON 97208

August 9, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #207536 covering $615,000.00 USNB of Oregon Savings Certificate Non-negotiable C/D in n/o Donald M. Drake Co. & State of Oregon, which is assigned to Oregon State Highway Division. The C/D represents $5,000.00 on Contract #7741, $21,000.00 on Contract #7866, $576,000.00 on Contract #7937, $13,000.00 on Contract #8338.

This C/D replaces Safekeeping Receipt #207300 in the amount of $610,000.00 which matured on 8/9/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc.

cc: Donald M. Drake Company
Attn: Donald Kane

R-767 3-18-74

[redacted] GB 43585 - 9-18-78

7866 Woodburn Int.-Hayesville Int. Sec. 1973
of Pac. Hwy. betw. Woodburn & Salem
(Grad., pav., struct., sign., illum.)#6

#7866

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 15, 1976

FILE: CON 5 #7866

X CON 21

FROM: C. T. Keasey
Construction Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Salvaged A.C. Materials
Woodburn-Hayesville Section
Pacific Highway I-5

Four Corners-Woodburn Section
Hillsboro-Silverton Highway

copy

Attached are copies of correspondence from Gerald Wimer and Ed Hall relative to the storage and use of the A.C. materials which were salvaged from the Woodburn-Hayesville Section of I-5 and which we still hope to recycle and use on the Four Corners-Woodburn Section of the Hillsboro-Silverton Highway.

Also attached are copies of the agreement with the Wildlife Commission and the conditional use permit from Marion County.

As indicated in the agreement, we have until October 31, 1977, to use the material and clean up the site, and we apparently will not be able to negotiate an extension of this date.

It would appear then that if we are to use the material on the Four Corners-Woodburn project, it would have to be let to contract this fall, or quite early next spring at the very latest.

CTK:fr

Att.

cc: Gerald Wimer

RECEIVED
STATE HWY ENGR
JUL 15 '76
REPLY TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Ok Reply to Ruburn

How do we stand for 77-78 financing with no increase in revenue?

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 13, 1976

FILE: 624-1089

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

TO: C. T. Keasey
CONSTRUCTION ENGINEER

SUBJECT: Salvaged A.C. Materials
Woodburn-Hayesville Sect.
Pacific Interstate Hwy.
Contract 7866

Agreements were made with the Oregon State Wildlife Commission and Marion County relative to stockpiling the salvaged A.C. materials from the subject project onto the Wildlife Commission St. Louis Warm Water Fishery property. That permission expires next year at which time these materials become the property of Marion County.

Since the Four Corners-Woodburn project on which these materials have been planned to be utilized is not scheduled in the six year construction program until fiscal year 1982 this office took the prerogative of contacting Mel Cummings, Property Manager of the Wildlife Commission, to determine if the agreement could be extended at least another year. According to the attached July 8, 1976, letter from Project Engineer E. J. Hall it cannot. 1980

Therefore, it is very imperative the Four Corners-Woodburn project be accelerated until next year or otherwise these materials will not be available to the Oregon State Transportation Commission for utilization. It is, therefore, imperative that this information be brought to the attention of Deputy State Highway Engineer E. S. Hunter and State Highway Engineer H. S. Coulter with the recommendation that the necessary program adjustments be made. It would be appreciated that you advise us of their response so that we may take the necessary follow-up actions.

GWW/dcb
Attachment
cc: Don Harwell
Rick Xuehn
E. J. Hall
Jim Chaney

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
JUL 14 1976
CONSTRUCTION
SECTION
Richards
Glenn
Berg

FORM 81.7J4.1030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 624-1089

Salem

July 8, 1976

FROM: E. J. Hall
Project Engineer

SUBJECT: Woodburn Int.-Hayesville
Inter. Section
Pacific Highway-Marion County
Contract #7866
A.C. Storage - St. Louis
Warm Water Fishery

TO: C. O. Fredrickson Attn: G. W. Wimer
Regional Engineer Reg. Const. Engr.

Today I spoke to Mel Cummings, Property Manager, Wild Life Commission, about the possibility of another year extension for the storage of the AC recycling material at the St. Louis Warm Water Fishery site.

Mel was very doubtful that we could get another years extension. He said the problem is not with the Wild Life Commission, but with getting the approval of the Bureau of Outdoor Recreation. Apparently from what he said, the BOR did not want to let us have the additional year we requested last summer and he thinks now our chances for another extension are nil.

This means the Highway Division will have to give Marion County a positive answer on use of the salvaged A.C. by July 1, 1977.

REGION 2 ENGINEER
RECEIVED
1976
DE RDE
DE ENG RSO RDE RFE

7866

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 12, 1976

U.S. National Bank of Oregon
P.O. Box 4412
Portland, Oregon 97208

RE: Donald M. Drake, Contracts 7741, 7937 & 8338
Gordon H. Ball, Contract 7866

Attention: Ella Anderson

We confirm receipt of safekeeping receipt #207300, covering certificate of deposit 251177, $610,000. This replaces matured certificate 250906, $660,000.

Securities deposited in lieu of retainage by Donald M. Drake are affected as follows:

Contract	Matured Deposit	Current Deposit	Net Change
7741	$ 5,000.00	$ 5,000.00	Ø
7866	31,000.00	21,000.00	($10,000.00)
7937	624,000.00	576,000.00	(48,000.00)
8338	----	8,000.00	8,000.00
	$660,000.00	$610,000.00	($50,000.00)

The safekeeping receipt for the matured certificate is enclosed.

V.E. Skoog
Controller

By _____
Janice Peterson
Contract Payments Executive

JP/jm
Enc.

cc: Donald M. Drake
bc: C.W. Head
R. Church
C. Barrett

UNITED STATES NATIONAL BANK OF OREGON

A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

July 9, 1976

Oregon State Highway Division
Highways Building
S alem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #207300 covering $610,000.00 USNB of Oregon Savings Certificate Non-negotiable C/D in n/o Donald M. Drake Co. & State of Oregon, which is assigned to Oregon State Highway Division. The C/D represents $5,000.00 on Contract #7741, $21,000.00 on Contract #7866, $576,000.00 on Contract #7937, $8,000.00 on Contract #8338.

This C/D replaces Safekeeping Receipt #206954 in the amount of $660,000.00 which matured on 7/8/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc

cc: Donald M. Drake Company
Attn: Donald Kane

RECEIVED
JUL 12 1976
CONTRACT ACCOUNTING

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 207300

DATE July 8, 1976

DISPOSITION OF PROCEEDS
- [X] CR. CKNG. Acc't 113-340
- [ ] CR. SVNG. Acct't
- [ ] Remit

DEPOSITED BY: Time Deposit

For The Acct. of
Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Assigned to Oregon State Highway Division

$610,000.00	U. S. Bank Savings Certificate Nonnegotiable C/D 5.375%
	Dated 7/8/76 Due 8/9/76
	Interest at Maturity
	Cert #00 251177 @ 610: N/O Donald M Drake Co. & State of Oregon
	CUSIP
	"Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

Ella Anderson

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for pay-ment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

RECEIVED
JUL 12 1976
CONTRACT ACCOUNTING

10-2400 4/75 ENV. 31-329 HEAD OFFICE PORTLAND

866

FORM 81-7034-3030

Routing
Keasey K Richards
Bond Glenn
Hannon Bert
Johnsen
Walker

RECEIVED
JUL 1 1976
STATE HIGHWAY DIVISION

FILE: 624-1089

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem CONSTRUCTION
July 1, 1976 SECTION 3 Fran

Please Make Copies & Distribute

FROM: Jerry Bachle
Asst. Res. Engr.
Jerry W. Bachle

TO: MEMO TO THE FILE

SUBJECT: Woodburn Int.-Hayesville
Inter. Section
Pacific Highway-Marion County
Contract #7866
Accident - June 29, 1976
Gordon H. Ball, Inc. & SPRR

On June 29th, 1976 at approximately 10:15 AM, Gordon H. Ball's transport truck was hit by a Southern Pacific Railroad Freight Train at the Quinaby Road Crossing.

Details of the accident will have to come from the Marion County Sheriff's Department's accident report.

On the day of the accident, the weather was fair, visability good, pavement dry and sight distance to the South of the Railroad Crossing is approximately one half mile. In the immediate area of the accident, there were no visible skid marks on the pavement.

The truck driver stated that the brakes failed as he approached the crossing.

It was reported that neither occupant was wearing seat belts at the time of the accident.

The driver and passenger were taken to the hospital for treatment and released later in the day.

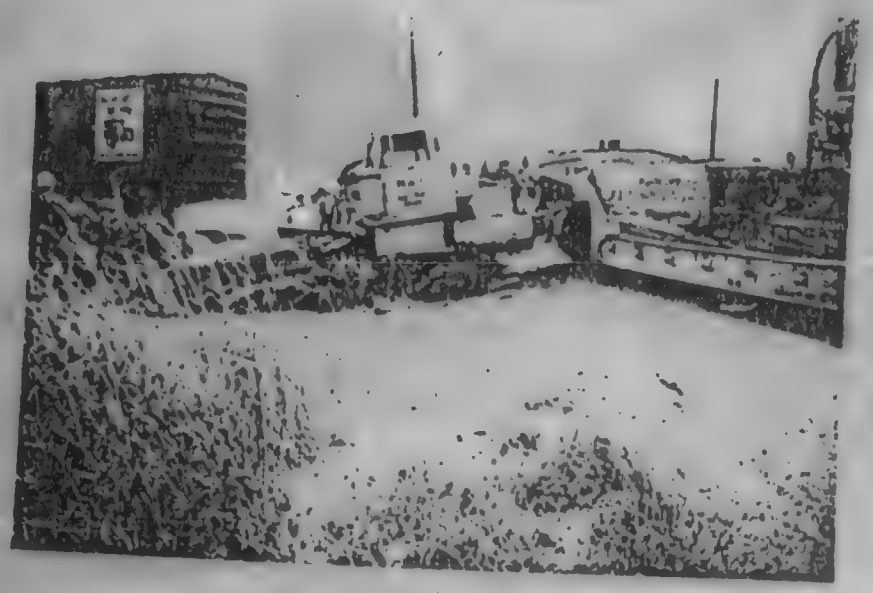
Pictures of the accident are on file in Ed Hall's office.

NOTED
E. S. HUNTER

REGION 2 ENGINEER
RECEIVED
1976
RTE ROE
GEO ROC RFE

cc C.T. Kreason w/attached reports & 2nd copy photo

RECEIVED
STATE HWY ENGR
JUL 15 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File



Direction of train

Point of impact

S.P.R.R.

20'

Standard crossbuck & stop sign
Painted stop bar.

N

13½'

Quimby Rd
(Paved)

300'±

Direction of travel

Standard warning & stop sign
Painted Railroad Marking

Date of accident: 10/2/

OF OREGON — FATAL X INJURY ☐ PROP. DAMAGE — Dept. SALEM P.D. — City — County MARION — Page 1 of 2

Acc. No. 76-6242 — Location

2. Date Occurred: 9-24-76 — 3. Time Occurred: 1015 ☒ AM ☐ PM

1. ACCIDENT INVOLVED: ☐ One Other MV ☐ Two or More MV's ☐ Pedestrian ☐ Motorcycle ☐ Bicycle/Tricycle ☐ Fixed Object ☐ Non-Collision ☐ Animal ☒ Other TRAIN ☐ City, County, State Property Damaged Describe:

COMPUTER ENTRY: Persons ☐ Vehicle ☐ Crime ☐ Property ☐ Booking ☐ LEDS ☐ NCIC ☐

ACCOMPANYING REPORTS: Ven. ☐ Prop. ☐ Spec ☐ Cont. ☐ Person ☐

Distribution: DMV

Do Not Write In This Space

4. Reported Date: 9-24-76 — 5. Reported Time: 1017 ☒ AM ☐ PM

6. Location of Occurrence (Route No. or Name): QUINABY RD. N.E. (Intersecting highway or street, landmark or house no.)

7. At Intersection of (Route No. or Name): SOUTHERN PACIFIC RAILROAD TRACKS

Not at Intersection: Feet 2 ☒ Miles N ☐ S ☐ E ☐ W ☒ INTERSTATE 5

9. Mile Post

10. N ☐ S ☐ E ☐ W ☐ 5 Miles ☒ of Nearest City: SALEM

INJ. CODE (Use first one that applies) — DOA — DIED BEFORE REPORT MADE — A – INCAPACITATED – Unconscious, Could not walk, Broken or distorted limbs, severe lacerations, etc. B – NONINCAPACITATED – Lump, Abrasions, Cuts C – POSSIBLE – Momentary Unconsciousness, pain, nausea, limping D – NO APPARENT INJURY

SEAT BELT CODE: None Installed – 0; Lap Installed – L; Shoulder Installed – S; In Use – SS; Airbag Installed – A; AA

	11. FULL NAME (Last) (First) (Middle)	Computer #	12. Address	Sex	Race	D.O.B.	Seat Belt	X EJ
DR	JACOB FREDRIC SPENCER		3017 NE 43RD AVE PORTLAND	W	M	6-21-16	N/A	D
	19. Operator License No. / 20. Issuing State / 21. Type (Specify)		22. Residence Phone / 23. Business Phone					
	447322 / OR / DR		284 2891 / 228 8181					
Seat	24. Occupant's Name	Computer #	25. Address and Phone					
?	WEBB, EUGENE HOWARD (BRAKEMAN)		12320 SE. VERNON CLACKAMAS 656 1315	W	M	9-25-21	N/A	L
	32.		33.					
	40.		41.					

	48. Owner's Name and Address	49. Odometer Reading	59. Damage Scale	60. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.
	SOUTHERN PACIFIC RAILROAD	N/A	FL-2	
50. License No.	51. License State / 52. License Year / 53. Veh. removed by/to			
ENG 81 SPUP 3201	N/A / N/A / ENGINEER			
54. Vehicle year	55. Make / 56. Model / 57. Body Style / 58. Color			
N/A	N/A / N/A / TRAIN			Is Vehicle Drivable? ☒ Yes ☐ No

	61. FULL NAME (Last) (First) (Middle)	Computer #	62. Address	Sex	Race	D.O.B.	Seat Belt	X EJ
DR	PERKINS JR., CLAY CLAYTON		Rt 1 Box 187AA STAYTON	U	M	6-4-28	L	X
	70. Operator License No. / 70. Issuing State / 71. Type (Specify)		72. Residence Phone / 73. Business Phone					
	453122 / OR / COMB		769-3234 / UNK					
Seat	74. Occupant's Name	Computer #	75. Address and Phone					
RF	DEWALL, DERRIL		1130 E. 7TH ALBANY	W	M	8-22-22	L	X
	82.		83.					
	90.		91.					

	98. Owner's Name and Address	99. Odometer Reading	109. Damage Scale	110. Damage Sustained: Sketch damage to Motorcycles, Trailers, etc.
	BALLINGHAM CORP. C/O GORDON N. BALL (OWN)	UNK	RFQ-10+	
100. License No.	101. License State / 102. License year / 103. Veh. removed by to			
T33146	OR / 76 / WILTSEG TO BALL CONST. CO.			
104. Vehicle year	105. Make / 106. Model / 107. Body Style / 108. Color			Is Vehicle Drivable? ☐ Yes ☒ No
73	KENWORTH / SEMI / TRUCK / Yellow			

Actions Taken (Citations, etc.): INVEST. CONTINUING

Investigating Officer(s): SGT. Leighton 7281 — Pct. Div.: TRAFFIC — Beat: DIVE — Agency: D2 — R.C. Times: 1017 — ARR: 1035 — CLR: 1216

112. Primary Cause: VEHICLE ON TRACKS

113. Secondary Cause: POSSIBLE MECHANICAL

Approved: BNK

[X] DRY [ ] WET [ ] SNOWY [ ] ICY [ ] OTHER	[X] DAYLIGHT [ ] DAWN or DUSK [ ] DRKNS/Lighted [ ] DRKNS/Unlighted [ ] OTHER	Skidmarks to Impact (ft.) 7 0 Distance Travel'd after Impact (ft) 150' 16' Stated spd. before Impact (MPH) 46 0 Designated speed for area (MPH) ONLY 55	[X] YES [ ] NO Describe: STOP SIGN FOR E/W NORD R/R CROSSING SIGN	FIRE DIST #1 INJURED TAKEN TO: MEMORIAL BY: WILLAMETTE	

WITNESSES:
NAME EDWARDS, CINDY BEA 1-12-62 RES. ADDRESS & PH. 848 PLYMOUTH DR, NSE #6 585-1?46
NAME MEITHOE, KATHY LYNN 4-20-62 RES. ADDRESS & PH. 9075 RIVER RD N. SALEM 393-5538

DRAW SKETCH
INDICATE NORTH
(By Arrow)

O

SEPERATE
DIAGRAM

NARRATIVE: (Print/Write Clearly) USE EXTRA PAGE IF NEEDED

QUINABY RD. RUNS BASICALLY ~~NORTH & SOUTH~~, EAST & WEST
THE RAILROAD TRACKS RUN NORTH & SOUTH. THE VISABILITY
OF THE RAILROAD TRACKS TO THE SOUTH IS LIMITED BY
BRUSH.

ENGINEER: SAW THE TRUCK EASTBOUND APPROX 1/4 MILE WEST OF THE
TRACKS. THE TRAIN WAS APPROX 1/4 TO 1/2 MILE SOUTH OF THE
CROSSING. FELT TRUCK MIGHT NOT STOP, STARTED WARNING
AT THAT TIME, APPROX. 200' SOUTH ENGINEER STARTED
EMERGENCY BRAKING, AT THAT TIME THE TRUCK WAS
STOPPED SLIGHTLY ON THE TRACKS. IT STARTED FORWARD
THEN STOPPED AGAIN. APPROX. 4' ON THE TRACKS. TRAIN
HAD LEFT FRONT DAMAGE NUMEROUS PARTS BROKEN & CUT.

BRAKEMAN: COULD ADD NOTHING FURTHER.

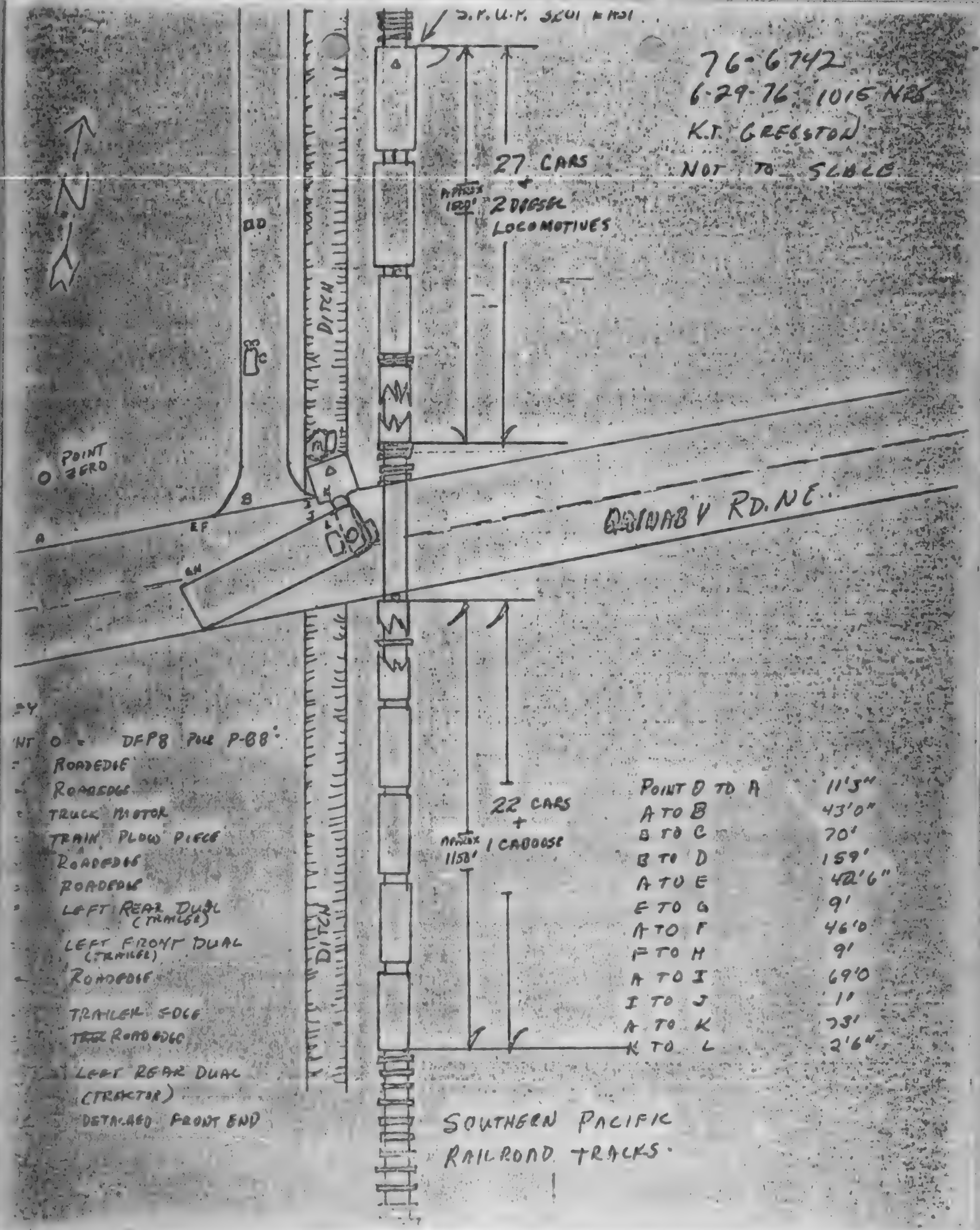
DRIVER: (STATEMENT TAKEN BY DEPUTY GILL) WAS EASTBOUND, SAW
TRAIN BUT COULDN'T STOP IN TIME.

PASSENGER: (STATEMENT TO GILL) SAW TRAIN YELLED AT DRIVER,
DRIVER STATED BRAKES WERE NOT HOLDING.

WITNESS #1: WORKING IN FIELD TO SOUTHWEST. SAW TRUCK
FROM ANGLE COULDN'T TELL IF ON OR OFF TRACKS
WATCHED TO SEE HOW CLOSE THE TRAIN WOULD BE

WITNESS #2: ALSO IN FIELD STATED SAME AS ABOVE BUT
STATED AS FAR AS SHE COULD TELL TRUCK
NEVER MOVED UNTIL HIT.

SUPPLEMENTAL, IF REQUESTED:


S.P.U.M. SCALE 1" = 100'
76-6742
6-29-76 1015 MST
K.T. GREGSTON
NOT TO SCALE
27 CARS + 2 DIESEL LOCOMOTIVES
APPROX 1600'
22 CARS + 1 CABOOSE
APPROX 1158'
POINT O ZERO
DITCH
DITCH
ROAD
A
B
C
D
E
F
G
H
I
J
K
L
QUINABY RD. NE.
SOUTHERN PACIFIC RAILROAD TRACKS.
POINT O = DFP8 POLE P-88
= ROADSIDE
= ROADSIDE
= TRUCK MOTOR
= TRAIN PLOW PIECE
= ROADSIDE
= ROADSIDE
= LEFT REAR DUAL (TRAILER)
= LEFT FRONT DUAL (TRAILER)
= ROADSIDE
= TRAILER EDGE
= TRAILER ROADSIDE
= LEFT REAR DUAL (TRACTOR)
= DETACHED FRONT END
POINT D TO A 11'3"
A TO B 43'0"
B TO C 70'
B TO D 159'
A TO E 42'6"
E TO G 9'
A TO F 46'0
F TO H 9'
A TO I 69'0
I TO J 1'
A TO K 73'
K TO L 2'6"

7866

DEPARTMENT OF JUSTICE

Memorandum

TO: R. L. Schroeder
Assistant State Highway Engineer

DATE: June 22, 1976

FROM: Jack L. Sollis
Assistant Attorney General

SUBJECT: Noncompliance with Prevailing Wage Rates

A Mr. Arnold Johnson, 650 N.E. 131st Place, Portland, Oregon 97270 was in the office the other day complaining about discriminatory hiring practices by contractors. He complained that on the Gordon Ball job north of Salem that private truck owners were hiring out private trucks and drivers to the contractor and were not paying the prevailing wage rates. The parties involved were allegedly Mike Bell, Lou Barnes and Kenneth Hanson.

It appears that the contractor is hiring one, two or three trucks from the private truck owner and paying him a set fee for the truck and driver and the truck owner in turn is paying the drivers less than the prevailing wage for truck drivers under the assumption that this is proper. I have talked to the construction section and they have advised me that on page E-229 of the regulations, the interpretation is that a bonafide owner operator is only the man who owns the truck and drives it himself. If he owns several trucks and drives one himself and has employees driving two others, he must pay those employees the prevailing wage rate.

If he is the subcontractor he must also pay the prevailing wage rate.

It appears that what the contractor is doing is hiring a person who owns two or three trucks as an independent contractor, but not as a sub and is paying him so much an hour for the truck and driver. The owner operator of the trucks is not filing wage reports on how much he is paying his drivers and as I understand it, this is in violation of the prevailing wage requirements of State and Federal law.

I pass this information on to you on the bases of Mr. Johnson's complaint for whatever action you deem necessary to attempt to correct this situation.

He also advises me that many of the owner operators are working their trucks ten and twelve hours a day receiving pay for eight hours a day in order to get the jobs. He says this can be verified by checking the time the drivers leave headquarters in the morning and the time they return at night. He is a small truck operator and I have the impression that he might carry this matter further if something was not resolved on it.

If you wish to discuss the matter further I shall be most happy to do so, but feel that the people from Construction that are familiar with this should be present so that we can find out exactly what the situation is and what can be done to correct it if anything.

JLS:sjb
cc: C. T. Keasey

6-23-76
Keasey
Investigate - Take
proper action and
report.
CHS

RECEIVED
JUN 23 1976
Office of
Assistant State Highway Engineer

7166

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR

June 23, 1976

FILE:

FROM: Warren Richards
Construction Office Engineer

TO: C. O. Fredrickson
Region 2 Engineer

Attn: G. W. Wimer

SUBJECT: Prevailing Wage Rate Complaint
Arnold Johnson
Woodburn Intch.-Hayesville Intch.
Contract No. 7866

Attached is a memorandum from Jack Sollis regarding a prevailing wage rate complaint he has received. Please ask the resident engineer to investigate the complaint and report his findings. As Jack mentions, employees of a trucking firm are not owner-operators and the drivers should be paid the contract prevailing wage rate for work performed on the job.

WR:mk

Attach.

cc: R. L. Schroeder
Jack Sollis
Ed Hall w/attach.

NOTED
R. L. SCHROEDER

RECEIVED
JUN 24 1976
Office of
Assistant State Highway Engineer

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem

June 11, 1976

1-5

FILE: 624-1089

FROM: E. J. Hall, Project Engr. By: Dan Read, Office Engr.

TO: G. W. Wimer, Region Const. Engr.

SUBJECT: Woodburn Int.-Hayesville Inter. Section, Pacific Highway-Marion County, Contract #7866, Surplus Concrete Median Barrier

As per your request, following a telephone conversation with yourself and Fred Erickson, we have determined the amount of surplus concrete barrier from the above project.

A total of 3450' of barrier has been delivered to the John Charge gravel bar North of Salem, 100' were used at the Woodburn Weigh Station, 112.5' were unsalvageable, 325' reserved for Chet Anderson, and 1575' reserved for the 25th St.-Lancaster project.

Therefore, 1437.5' are immediately available for other use, and 1575' should be available upon completion of the 25th St.-Lancaster project in the fall of 1977.

cc Fred Erickson – You may plan on 1437.5' for Dillard – Myrtle Cr. Price is: 1375' @ 6"/Ln Ft
Balance @ 3.5¢/" "

cc Rick Kuehn
E. J. Hall

REGION 2 ENGINEER
RECEIVED
JUN 11 1976
RE RCE RME RTE ROE
ULE GEO RSO ROC RFE

REFERRED TO
Board, Read, Cole, Sample, Brikson, Watson, Hager, Wolfe
Return Discuss Be File Copy Bus.
BY FINAL DESIGN ENGINEER

Versteeg, Olson, Scott, Swanson, Savage, Trout

RECEIVED
JUN 16 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

7866

43

C W Head

June 9, 1976

Oregon State Treasurer
Rm. 103, Capitol Bldg.
Salem, Oregon 97310

Attention: Merle Crowe

Re: Donald M. Drake
Contracts 7866 & 7937

Please release the following municipal bonds to the Donald M. Drake Co.

Contract 7866			
Safekeeping Rect.	2026	Baker (624 640-45)	$7,000.00
Contract 7937			
Safekeeping Rect.	2025	Baker (646-57)	$12,000.00
	1465	Damascus WD(99-110)	12,000.00
	1466	Stayton(101-111)	11,000.00
	1550	Wash. Co. SD 15	30,000.00

V.E. Skoog
Controller

By _____
Janice Peterson
Contract Payments Executive

JP/jm

cc: Donald M. Drake Co.
Gordon H. Ball

NOTED
C. W. HEAD

RECEIVED
JUN 9 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

7866

13

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

June 8, 1976

U.S. National Bank of Oregon
P.O. Box 4412
Portland, Oregon 97208

Attention: Ella Anderson

Re: Donald M. Drake
Contracts 7741, 7866 & 7937

We confirm receipt of your safekeeping receipt 206954, covering TCD 250906, $660,000. This replaces matured TCD 206734, $495,000. This transaction affects the following highway contracts as follows:

Contract	Prior Deposit	Current Deposit	Net Change
7741	$ 5,000	$ 5,000	------
7866	14,000	31,000	$ 17,000
7937	476,000	624,000	148,000
Total	$495,000	$660,000	$165,000

V.E. Skoog
Controller

By _____
Janice Peterson
Contract Payments Executive

JP/jm

NOTED
C. W. HEAD

cc: Donald M. Drake
Gordon J. Ball

bc: C.W. Head
B. Church
C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

June 4, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #206954 covering $660,000.00 USNB of Oregon Savings Certificate Nonnegotiable C/D i n n/o Donald M Drake Co. & State of Oregon, which is assigned to Oregon State Highway Division. The C/D represents $624,000.00 on Contract#7937, $31,000.00 on Contract #7866, $5,000.00 on Contract #7741.

This C/D renews Safekeeping Receipt #206734 in the amount of $495,000.00 which matured on 6/4/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc

cc: Donald M Drake Company
Attn: Donald Kane

RECEIVED
JUN - 7 1976
HIGHWAY ACCOUNTING

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

99

RECEIPT NO. 206954

DATE 6/4/76

DISPOSITION OF PROCEEDS
- [X] CR. CKNG. Acc't 113-340
- [ ] CR. SVNG. Acct't
- [ ] Remit

DEPOSITED BY: Time Deposit

For The Acct. of • Donald M. Drake Company
1740 N.W. Flanders Street
Portland, Oregon 97209
Assigned to Oregon State Highway Division

$660,000.00	U.S. Bank Savings Certificate Nonnegotiable C/D Dated 6/4/76 Due 7/8/76 Interest At Maturity Cert # 00 250906 @ $660M: N/O Donald M. Drake Co. &State of Oregon (7866, 7741, 7937) Contract #'s "Fund to be released to contractor only upon written notice to disburse from Oregon State Highway Division."	5.375%

CUSIP

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

D. E. Johnson

NOT NEGOTIABLE

15-8400 6/75 BNV. 31-329 HEAD OFFICE PORTLAND

7866

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 624-1089

June 1, 1976

Salem, Oregon

ORIGINAL SIGNED BY
G. W. WIMER

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

SUBJECT: Metric Distance Signing
Woodburn Interchange
Pacific Interstate Highway

TO: L. E. George
TRAFFIC ENGINEER

copy to H811C

By January 9, 1976 letter, you instructed that metric distance signing be installed at the Woodburn and Diamond Hill interchanges and that you and the State Highway Engineer's office be advised when this work was completed.

The Diamond Hill signing was done some time ago by Region 3. They were also involved in one minor revision.

The metric signing at the Woodburn Interchange was installed last week. State Highway Engineer at that time, F. B. Klaboe, was verbally informed by Region Engineer, C. O. Fredrickson.

RECEIVED
STATE HWY ENGR
JUN 2 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

GWW/dea
cc: Scott Coulter w/copy of L.E. George's January 9, 1976 letter

7661

43

FORM 8: 7.4 10-75

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR 97310

January 9, 1976

FILE:

FROM: L. E. George
Traffic Engineer

TO: C. O. Fredrickson
Regional Engineer

SUBJECT: Metric System Signing
Woodburn Interchange
Diamond Hill Road Interchange
I-5

NOTED
E. S. HUNTER

There are attached plans showing the installation of two legends (one on each of the advance guide signs) at the Woodburn Interchange on Interstate 5 indicating dual distances in both the English and metric systems. Also shown are three legends on three different signs showing the dual systems at the Diamond Hill Road Interchange. Both of these locations have active contracts against which this work may be charged. We have received preliminary approval from the Federal Highway Administration for these charges to be made against these contracts.

In order to accomplish the work at the earliest possible time, it is suggested that these legends be installed on State Force Orders written against the contracts. Will you please advise both Mr. Klaboe's office and this office at such time as the work has been completed.

L. E. George
Traffic Engineer

LEG:ds
Attachments

cc: F. B. Klaboe
R. L. Schroeder

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
JAN 9 '76
REFER TO
9SH
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7866

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

May 20, 1976

Arc 12
3-2
Wilkinson

Gordon H. Ball, Inc.
300 Camille Avenue
P. O. Box 278
Danville, California 95426

Re: Contract No. 7866

Gentlemen

I have attached the original letter from Attorney Gary L. Reynolds addressed to Lee Johnson, Attorney General for the State of Oregon, and a copy of my response to Mr. Reynolds dated April 20th. Both letter pertain to a property damage claim being placed by Thornton Thomas Wilkinson. The information indicates the accident to have occurred on Interstate 5 at Milepost 263.2. Records show you to have a contract in process under the above number in the area in cluding this Milepost location. Under the terms of the contract you hold the State of Oregon and its agencies harmless regarding claims of this nature.

This referral is for purposes of tendering the claim to you for appropriate action. I am sending copies of this letter to the Oregon State Highway Department and Mr. Reynolds for their information.

If you have any further questions, please refer to this office.

Thank you for your cooperation.

Sincerely

C. E. See
Tort Claims Administrator

df
Att.

cc w/enc. Oregon State Highway Dept.
Mr. Garry L. Reynolds
Attorney at Law
106 E. Fourth Street
The Dalles, Oregon 97058

Schroeder
cy - Sallis
meeting
5-21-76

RECEIVED
MAY 24 1976
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAY 21 '76
REFER TO
Hunter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

April 20, 1976

Mr. Garry L. Reynolds
Attorney at Law
106 E. 4th Street
The Dalles, OR 97058

Re: Property Damage Claim of Thornton
Thomas Wilkinson
Date of Accident--11/30/75

Dear Mr. Reynolds

Your letter of April 6, 1976, addressed to Attorney General Lee Johnson, has been referred to this office to pursue the above matter. We are investigating the matter and when completed, we will further contact you.

If you have any questions in the meantime, please direct them to this office.

Sincerely

C.E. See
Tort Claims Administrator

rjw

RONALD M. SOMERS
ATTORNEY AT LAW
106 E. FOURTH STREET
THE DALLES, OREGON
97058

P. O. BOX 618
PHONE 296-2181

RECEIVED
APR 03 1976
ATTORNEY GENERAL
SALEM, OREGON

April 6, 1976

RECEIVED
APR 9 1976
ATTORNEY GENERAL
SALEM, OREGON

The Honorable Lee Johnson
Attorney General of Oregon
Department of Justice
State of Oregon
State Office Building
Salem, Oregon 97310

RE: Property Damage Claim of Thornton Thomas Wilkinson
Date of Accident - 11/30/75

Dear Mr. Johnson:

Please be advised that we represent Thornton Thomas Wilkinson who was involved in an automobile accident on 11/30/75 while traveling southbound on Interstate 5 eight-tenths of a mile north of Brook Lake Road at Milepost 263.2. The area involved is presently under construction, and a large patch of mud from the construction was on the highway at the accident scene. Mr. Wilkinson was forced to apply his brakes due to the vehicle in front of him doing the same at which point his vehicle skidded on the mud negligently left by the State Highway Department or its agents which caused his vehicle to slide broadside at which point it was struck by a following vehicle that had also slid in the mud and was unable to stop.

As a result of the negligence of the State Highway Department and/or its agents, Mr. Wilkinson has incurred damage to his vehicle in the amount of $999 and demand is hereby made for payment of the same.

Very truly yours,

Garry L. Reynolds

GLR:slb

7866

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

May 10, 1976

U.S. National Bank of Oregon
P.O. Box 4412
Portland, Oregon 97208

Attn: Ella Anderson

Re: Donald M. Drake
Contracts 7741, 7866 & 7937

We received your safekeeping receipt #206734, covering TCD #249833, $495,000. This certificate replaces matured TCD 249563, $455,000.

This transaction affects securities in lieu of retainage as follows:

Contract	Current Deposit	Matured Deposit	Net Change
7741	$ 5,000	$ 5,000	-------
7866	14,000	14,000	-------
7937	476,000	436,000	$ 40,000
Total	$495,000	$455,000	$ 40,000

A copy of the safekeeping receipt for the matured security is enclosed.

V.E. Skoog
Controller

By _____
Janice Peterson
Contract Payments Executive

MOVED
C. W. HEAD

JP/jm

cc: Donald M. Drake Co.
Attn: Donald Kane

bc: C.W. Head — R. Church
J. Bond C. Barrett

7866

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
April 9, 1976

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Used Concrete Median Barrier
Woodburn Interchange-Havesville
Project

TO: H. S. Coulter
Assistant State Highway Engineer

I discussed with the Resident Engineer the 2,250 lineal feet of the used hook and pin type concrete barrier that belongs to Ball Bros.

1. The barrier was used for traffic control and is the property of the contractor.

2. The Highway Division has no obligation to purchase the barrier but is it available at $4.50 per lineal foot.

3. The barrier would not have to be moved from the Keizer Bar until after July 1, 1976.

4. New hook and pin barrier is available FOB the Wilsonville Plant for $7.00 per lineal foot.

5. The Resident Engineer recommends hook and pin concrete barrier for temporary traffic control rather than the standard tongue and groove concrete barrier.

8388

6. We will need 1,600 to 2,000 lineal feet of concrete barrier for traffic control on the 25th-Lancaster Project. We are hoping that funds will be available for this project in 1976.

(con 16-55)

7. Twenty-five hundred lineal feet of concrete shoulder barrier will be needed on the Dillard Junction-Myrtle Creek Project on I-5 in Douglas County. This FAI project is scheduled for later this summer.

It is my recommendation that we agree to purchase the barrier for use on the 25th-Lancaster Project. If that project cannot be funded then we can use it on the Dillard Junction-Myrtle Creek Project on I-5. As the barrier is used, a negotiation figure of $3.50 per lineal foot seems appropriate.

JHV:jh

Approved 4/12/76
Asst. State Hwy. Engr.

RECEIVED
APR 12 1976
Office of
Assistant State Highway Engineer

Info
Invgs
R/D
D/R
Sign
Act
File

FOR
REFER TO
APR 12 76
RECEIVED STATE HWY ENGR

Keizer Bar
Dillard Junction
4-12-76

7566

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 7, 1976

U.S. National Bank
P.O. Box 4412
Portland, Oregon 97208

Attention: Ella Anderson

Re: Donald M. Drake
Contracts 7741, 7866 & 7937

We received your safekeeping receipt No. 206449, covering TCD #249563, $455,000. This replaces matured TCD #213255, $435,000. This transaction affects deposits in lieu of retainage on our contracts as follows:

Contract	Prior Deposit	Current Deposit	Net Increase
7741	$ 5,000	$ 5,000	----
7866	14,000	14,000	----
7937	416,000	436,000	20,000
TOTAL	$435,000	$455,000	$20,000

A copy of safekeeping receipt #206172 for the matured security is enclosed.

V.E. Skoog
Controller

By _____
Janice Peterson
Contract Payments Executive

cc: Donald M. Drake Co.

bc: C.W. Head
R. Church
J. Bond
C. Barrett

JP/jm

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

April 5, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #206449 covering $455,000.00 USNB of Oregon Savings Certificate Non-negotiable C/D in n/o Donald M Drake Co. & State of Oregon, which is assigned to Oregon State Highway Division. The C/D represents $5,000.00 on Contract #7741, $14,000.00 on Contract #7866, $436,000.00 on Contract #7937.

This C/D renews Safekeeping Receipt #206172 in the amount of $435,000.00 w hich matured on 4/5/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc.

cc: Donald M. Drake Company

RECEIVED
APR 6 1976
HIGHWAY ACCOUNTING

CUSTOMER COPY

89

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 206449

DATE 4/5/76

DISPOSITION OF PROCEEDS
- ☒ CR. CKNG. Acc't 113-340
- ☐ CR. SVNG. Acct't
- ☐ Remit

DEPOSITED BY: Time Deposit

For The Acct. of
Donald M. Drake Co
1740 N.W. Flanders St.
Portland, Oregon 97209
Assigned to Oregon State Highway Division

$455,000.00	U.S. Bank Savings Certificate Non-Negotiable C/D 5% Dated 4/5/76 Due 5/5/76 Interest At Maturity, Cert. 00 249563 @ 455M N/O Donald M. Drake Co. & State of Oregon Cont. No."s. 7741,7866,7937— "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."(Contract #'s 7937,7741, 7866)

CUSIP

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

#7866

FORM 61.734.3020

H. S. COULTER

FILE: 624-1089

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 17, 1976

FROM: C. O. Fredrickson
REGION II ENGINEER

SUBJECT: Ponded Water Within the Right-of-Way
Interstate 5; Woodburn Int. - Hayesville Interchange Section

TO: H. S. Coulter
ASSISTANT STATE HIGHWAY ENGINEER

After our conversation by telephone last week, I contacted E. J. Hall, Project Engineer on the subject project, to have him investigate the problems with standing water within the right-of-way. I am enclosing a copy of his report to this office regarding this problem.

As noted in his letter, Mr. Hall believes that the majority of the standing water problem will be solved when the contractor completes his work. He does, however, indicate that there are areas where water will pond during periods of extremely high rain and ground water level. His only suggestion for solving this problem is the construction of random fills. Since the area is extremely flat, this office would suggest that once the contractor has completed his work and we have made an attempt to improve the drainage through the natural drainage areas, we observe conditions through the next rainy season and determine whether or not the condition is serious enough to warrant the installation of random fills as a corrective measure.

Please advise this office if you concur with this recommendation, or if you would like us to pursue this matter further at this time.

3-18-76 C Fredrickson Drainage situation appears good — no rpt to Fredrickson Possible modification would be evaluating random fill S. of Ft. Lewis Road and if appropriate and funds available, the fill could be placed. HSC

RECEIVED
MAR 17 1976
Office of
Assistant State Highway Engineer

COF/elf
Attachs.
cc: E. J. Hall

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem

March 15, 1976

FILE: 624-1089

FROM: E. J. Hall
Project Engineer

TO: C. O. Fredrickson
Regional Engineer

SUBJECT: Woodburn Int.-Hayesville
Inter. Section
Pacific Highway-Marion County
Contract #7866
Ponded Water Within the R/W.

In accordance with your request we checked the areas on the project where water stands after a heavy rainfall. We were in the process of locating and marking these areas when we received your request.

Water is ponding on the R/W for the following reasons:

1) The roadbed side ditches, parallel to ℄, are not completed and will not drain properly until constructed to grade.

2) Numerous natural drainage ditches, off the R/W, are not functioning due to lack of maintenance and/or some filling and raising of the ditch inverts, by farming work.

3) The culverts on the project have not yet been cleaned and many have partially silted up the past three winters, causing ponding in numerous sections.

4) The old borrow areas, built during construction of the original freeway, act as holding ponds for the water runoff from the freeway. Apparently, all of these borrow areas will overflow to a natural drainage channel when the water reaches a certain level. However, when these borrow areas are filled to the maximum, the area on the R/W, adjacent to the borrow area, is also flooded.

5) All drainage on the project has a very slow runoff due to the flat grade of the original ground, averaging about 0.2 ft. per 100 ft.

6) The ground water table is very high this time of year and the ground will not absorb any additional rainfall causing water to pond for a period of time every time it rains.

Items #1 and #3, listed above, are the responsibility of the contractor and the project will not be accepted until these items of work have been completed as required by the contract. This work should not be attempted until the ground has dried out and the water table lowered considerably.

March 15, 1976

We have been doing some preliminary work on Item #2, as we are attempting to obtain permits of entry to get on these parcels of private property and restore these drain ditches to the correct grade. In the event we cannot get a permit of entry without cost, we will have to call on the R/W section to negotiate a permit. As this work would be beyond the scope of the contract, we will have to get a Price Agreement to cover the work or go on the force account basis. Also in two areas we are going to request the County to clean their ditches.

As regards item #4, the only practical solution to this water ponding would be the construction of a random fill on the R/W adjacent to the borrow area to get above the high water. This should be done in at least one area, the borrow area just South of St. Louis overcrossing on the N.B. lane.

In summary, the major portion of the water ponding problem will be corrected when the contractor completes his work, which depending on the weather could be as early as May and as late as the middle of July. In the meantime, it is not practical to attempt any drainage work, other than field engineering and staking due to the wet ground.

We will continue trying to get the necessary permits for the drainage work off the R/W and will contact Marion County with the request to clean some of their ditches which are now causing some water ponding on the freeway R/W.

7 & 6 a

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 9, 1976

U. S. National Bank of Oregon
PO Box 4412
Portland, OR 97208

Attention: Ella Anderson

Re: Donald M. Drake, Co.
Contract 7741, 7866, 7937

We received your safekeeping receipt # 206172, covering TCD #4 213255, $435,000. This replaces matured TCD 4 213573, $422,000. The amounts deposited in lieu of retainage on contracts 7741 and 7866 remain the same; the amount deposited in lieu of retainage on contract 7937 is increased by $13,000.

Safekeeping Receipt 205950 for the matured certificate is enclosed.

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: Donald M. Drake Co.
Gordon H. Ball, Inc.

bc: C. W. Head
J. Bond
R. Church
C. Barrett
File Copy

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S.W. SIXTH AVENUE
P.O. Box 4412, PORTLAND, OREGON 97208

March 4, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #206172 covering $435,000.00 USNB of Oregon Nonnegotiable Time Certificate of Deposit i n n/o Donald M. Drake Co. & State of Oregon, which is assigned to Oregon State Highway Division. This C/D represents $14,000.00 on Contract #7866, $5,000.00 on Contract #7741, $416,000.00 on Contract #7937.

This C/D renews Safekeeping Receipt #205950 in the amount of $422,000.00 w hich matured on 3/4/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Department

J VS:ea
Enc

cc: Donald M Drake Company

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 206172

DATE 3/4/76

DISPOSITION OF PROCEEDS
- [X] CR. CKNG. Acc't 113-340
- [ ] CR. SVNG. Acc't
- [ ] Remit

DEPOSITED BY: Time Deposit

For The Acct. of • Donald M. Drake Company
1740 NW. Flanders St.
Portland, Oregon 97209
Assigned to Oregon State Highway Division

$435,000.00	USNB of Oregon Nonnegotiable Time C/D 5%
	Dated 3/4/76 Due 4/5/76
	Interest At Maturity
	Cert # 4 213255 @ 43%; H/O Donald M. Drake Co. & State Of Oregon
	"Fund to be released to contractor only upon written notice to disburse from Oregon State Highway Division." (Contract #'s 7937,7741,7866)

CUSIP

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

10-2400 4/75 ENV. 51-329 HEAD OFFICE PORTLAND

DATE February 26, 1976

TO Glen L. Green, Division Administrator
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT 10-foot Straight Edge for Smoothness Control on A.C. Pavement
Final Report #5
Woodburn Interchange-Hayesville Interchange Section
Contract No. 7866, Project No. I-5-5(36)260

Your Final Inspection Report No. 5 regarding this section suggests that we should review our specification which calls for a 10-foot straight edge to check finished pavement surface trueness. The report notes that, "The field does not use this method of control to any extent and feels it is not a realistic control now" and, if it is not feasible to continue this control, it should be eliminated from the specifications.

We would agree that the use of the 10-foot straight edge to check and control smoothness of an entire roadway surface is an impractical method; however, its use at specified locations is very useful and beneficial. At areas such as transverse or longitudinal construction joints or places where raking or corrective measures are necessary, the 10-foot straight edge serves as an excellent tool to check the pavement surface during initial construction, or at a later period so corrective action may be taken as needed to assure specification compliance. We therefore do not think this specification should be eliminated until a better method is found to take its place.

While the 10-foot straight edge is a suitable method for checking small areas, a practical method for checking the entire roadway for smoothness is needed. We, along with other states and your agency as well, have been and are continuing to search for some suitable method and specification for smoothness on A.C. We have explored the profilograph method such as is used for portland cement concrete pavement, but there are problems on asphalt concrete which are not important factors in P.C.C.

Some of these problems are as follows:

There are many miles of A.C. constructed each year and by far the greater portion is overlays. Smoothness attainable on overlays depends on many things such as the design criteria, how much material is allowed for pre-leveling, the condition of the surface to be overlayed and others. Therefore, a smoothness specification to fit all projects would be difficult to devise.

Using the present profilograph method for checking asphalt concrete smoothness would necessitate pushing the machine many miles consuming many hours of time. As many of the overlays must be constructed under traffic, the profilograph method could impose safety problems to the personnel and probably in many cases require flagging and traffic control or lane closures during the operation. All of the above problems plus the necessity for the purchase and maintenance of additional profilographs and personnel to operate them and evaluate the results would entail considerable costs. Perhaps some day a self-propelled machine going at a faster speed will be devised which will solve some of these problems.

We have considered our roughometer or bumpometer, but have discarded it as a construction control due primarily to its inability to consistently repeat results over a given run.

To date the most efficient method of attaining satisfactory smoothness is to be sure that

a. the A.C. mix is uniform and meets design criteria of quality and temperatures,

b. that all production, laydown and rolling equipment is in good condition and is adequate for the volume of A.C. being produced,

c. that proper laydown and rolling techniques are accomplished according to correct procedures, and,

d. that the personnel, both contractors and states, are well-trained, knowledgeable and efficient.

JHW:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
C. O. Fredrickson

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #7866

Salem, Oregon

February 24, 1976

SUBJECT: Woodburn Int.-Hayesville Int.
Contract No. 7866
Final Report #5
FAP No. I-5-5(36)260

TO: H. S. Coulter
Assistant State Highway Engineer

FROM: C. T. Keasey
Construction Engineer

By
John H. Walker
Quality Control Engineer

Attached is a rough draft of reply to FHWA concerning their Final Report #5 on the paragraph regarding elimination of the 10' straight edge as a pavement check for specified smoothness.

You may want only to use the portion which discusses the 10' straight edge. The latter part was put in due to there being some previous discussion with Glenn Hossner and others regarding our present smoothness specifications.

JHW:fr

Att.

RECEIVED
FEB 26 1976
Office of
Assistant State Highway Engineer

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)

INTERMEDIATE AND FINAL INSPECTION REPORT

NOTED
H. S. COULTER

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Marion	Oregon

NOTED
H. S. COULTER

IN COMPANY WITH: Ed Hall, Res Engr

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
12-18-75	P. V. Riedl, Area Engr	I-5-5(36)260

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	a - 100 b - 100 % c - 94	98 %

WOODBURN INTERCHANGE-HAYESVILLE INTERCHANGE SECTION
INTERSTATE 5
Grading, Paving, Structures, Signing, Illumination

This project is in the final stages of completion. The paving is almost complete and work remaining consists of final shaping of shoulders and ditches, signing, and final cleanup. The status of work is as follows:

Clearing and Grubbing	100% complete
Drainage	90%
Grading	98%
Base	99%
AC Paving	99%
PCC Paving	100%
Structures all completed	

RECEIVED
JAN 7 1976
Office of Assistant State Highway Engineer
1-7-76
cy Const.

The contractor plans to complete the sign and guide post placement and whatever cleanup he can do, weather permitting, this winter and finish the shaping and the small amount of paving next summer.

WORK IN PROGRESS:

The contractor was settingup the median concrete barrier in the Hayesville to I-305 area.

The asphalt concrete pavement was again reviewed for conformance to plans and specifications.

Production began in August of 1973. The aggregates were obtained from the Chapin Gravel Pit north of Salem and near the Willamette River. Approximately 400,000 tons of Class C and B mix were produced from this source. The materials produced from this source were in conformance with the specifications.

- More -

The AC plant was new and they had a few problems getting the plant into adjustment; however, this was corrected in the early stages of the work. The State has established a guideline for penalty charges for out of specification asphalt concrete pavement. The guideline dated February 1975 "Guideline for Acceptance or Rejection of Construction Materials," States that 15 percent is allowed before a penalty is considered. This was established to cover the reference to penalties in the 1970 Standard Specifications. There was no penalty charge for Class B mix, 2,000 tons were out of specs in gradation which amounted to 12 percent of the total produced. Of the Class C 13 percent failed but accepted; no penalty assessed. However, the Class C leveling material went beyond the 15 percent limitation and 60 tons were considered out of specs. A penalty of $370.64 will be assessed for this material which was out of specifications on the ¼-10 and #10-0 gradation. It was determined that the contractor placed the surge piles too close together and they had a problem in loading the material into the plant.

Record samples were taken and these show the material meets the specifications.

Compaction tests, 634 for Class B material, show a few low tests but not to the point where a penalty would be assessed.

The specification calls for a 10-foot straight edge check per section 401.48 surface tolerance Standard Specifications, page 219. The field does not use this method of control to any extent and feel it is not a realistic control now. This should be reviewed and if it is not feasible to continue this control it should be eliminated from the specifications.

The contractor has submitted a formal claim of $245,460 for increased gasoline and deisel costs. He also plans to submit a claim for the increase in asphalt costs which he said could amount to $750,000.

I've included a copy of a letter concerning the salvaging and recycling of approximately 50,000 tons of asphaltic concrete furnished by the Resident Engineer. A complete study and review is now underway to determine if it will be feasible to reuse this material. Plans are to establish this as an experimental project.

7866

PRO 6-2

February 19, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT State Furnished Material
Pacific Hwy. E.-N. Columbia Blvd. Section
Project No. I-5-6(84)307

copy #8233

We are requesting a public interest finding in our furnishing a sign bridge now located in our Salem maintenance yard. This is a new sign bridge removed from the Woodburn Intchge.-Hayesville Intchge. Section, Project No. I-5-5(36)260 at Sta. 1718+00 Rt.

The Woodburn Intchge.-Hayesville Intchge. Section will not be charged the $15,000 bid amount but we are requesting approval to specify that the contractor use this sign bridge and transfer the cost as participating to the Pacific Hwy. E.-N. Columbia Blvd. Section.

We believe it is in the public interest to use this previously produced sign bridge at this time to utilize public funds expended to produce it. This sign bridge was found to be unnecessary at this time because of the controversy surrounding the I-305 interchange which is in the Woodburn Intchge.-Hayesville Intchge. project and therefore was removed and stored. It is a 101.5-foot sign bridge that meets the specifications for the new location with minimal modifications.

DAR:md

cc: C. G. Swenson
Ed Hall
Bob Church
D. E. Swan

7866

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: C. W. Head
J. Bond
R. Church
C. Barrett

DATE: February 18, 1976

FROM: Janice Peterson
Contract Payments Executive

SUBJECT: Donald M. Drake Co.
Contract 7937

The Treasurer's office has issued the following safekeeping receipts for bonds transferred from contracts 7741 and 7866 to 7937:

S/K Receipt	Bonds	Amount
2024	City of Nyssa, 5/8	$20,000
2025	City of Baker, 646/657	12,000
2027	Marion Co. Union S/D, 87/88	10,000
2028	Clairmont Water Dist. G.O. 13/16	20,000
2029	Clairmont Water Dist. G.O. 7/9	15,000
2030	N. Roseburg Sanitary Dist. 89/99	11,000
Total		$88,000

The above is in accordance with my letter to the Treasurer of February 4, 1976. Pendleton bonds 170-182, $13,000 and Marion Co. bonds 69/70, $10,000 have been returned to Donald Drake per their attached letter of February 5, 1976. The $23,000 in bonds were not needed as deposits in lieu of retainage because Donald M. Drake purchased a time certificate for $28,000 more than the minimum required on contract 7937.

JP:pl

[illegible]
C. W. HEAD

1-125-1387

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 2024

Received for Account of Donald M. DrakeCompany
1740 N. W. Flanders Street
Address Portland, Oregon 97209

Date February 11, 1976

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
City of Nyssa, Oregon G.O. bonds	5/6	2	5,000				$ 10,000.00
	7/8	2	5,000				10,000.00
Dated 1/15/74							
Due 1/15/77							
Due 1/15/78 6%							
							$ 20,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7931

Authority ORS 279.375

Countersigned by Emily Robb Deputy Cashier

SPECIAL INSTRUCTIONS

Frank A. Gladden State Treasurer

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 2025

Received for Account of Donald M. Drake Company

Address 1740 N.W. Flanders Street, Portland, Oregon 97209

Date February 11, 1976

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
City of Baker, Oregon G.O. bonds dated 6/1/61 due 6/1/76 3.50%	646/657	12	1,000.				$ 12,000.00
							$ 12,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7931

Authority ORS 279.515

Countersigned by Emily Rohde Deputy Cashier

SPECIAL INSTRUCTIONS

Frank A. Waldeck
State Treasurer

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 2027

Received for Account of Donald M. Drake Company

Address 1740 N.W. Flanders Street, Portland, Oregon 97209

Date February 11, 1976

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Marion County Union High School District No. 4J Building Bonds dated Jan. 1, 1970 due Jan. 1, 1976 7%	87/88	2	5,000				$ 10,000.00
							$ 10,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by Emily Rohde Deputy Cashier

SPECIAL INSTRUCTIONS

J. Bruce Addleman
State Treasurer

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT № 2028

Received for Account of Donald M. Drake Company

Address 1740 N.W. Flanders Street, Portland, Oregon 97209

Date February 11, 1976

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Clairmont Water Dist. G.O. bonds Clackamas County, Oregon dated March 1, 1974 due Dec. 1, 1978 65	13/16	4	5,000.				$ 20,000.00
							$ 20,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by Emily Rohde Deputy Cashier

SPECIAL INSTRUCTIONS

Frank Addleman
State Treasurer

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 2029

Received for Account of Donald M. Drake Company

Date February 11, 1976

Address 1740 N.W. Flanders Street
Portland, Oregon 97209

DESCRIPTION	BOND [redacted]	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Clairmont Water Dist. G.O. bonds Clackamas County, Oregon dated March 1, 1974 due Dec. 1, 1976 7%	7/9	3	5,000				$ 15,000.00
							$ 15,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.515

Countersigned by Emily Rohde Deputy Cashier

SPECIAL INSTRUCTIONS

[redacted]

D

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 2030

Received for Account of Donald M. Drake Company

Address 1740 N.W. Flanders Street, Portland, Oregon 97209

Date February 11, 1976

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
North Roseburg Sanitary Dist. Building Bonds, Douglas County, Oregon dated Apr. 1, 1963 due Apr. 1, 1976 3 1/4%	89/99	11	1,000				$ 11,000.00
							$ 11,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by Emily Rohde Deputy Cashier

SPECIAL INSTRUCTIONS

Janet Addleman

State Treasurer

D

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

February 11, 1976

Donald M. Drake Company
1740 N.W. Flanders Street
Portland, Oregon 97209

Attention Donald Kane

Gentlemen:

Enclosed are State Treasury Department Safekeeping Receipts Nos. 2024, 2025, 2027, 2028, 2029, and 2030, all dated February 11, 1976 totaling $88,000.00 crediting State Highway Contract No. 7937.

State Treasury Department Safekeeping Receipts Nos. 1149, 1216, 1217, 1218, 1219, 1468, 1469, and 1571 have all been cancelled.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

er

Enclosures

cc: State Highway Division; Attn. Janice Peterson

COPY

7866

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #7866

Salem, Oregon

February 18, 1976

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Proposed Woodburn Bikepath Extension
Woodburn-Hayesville Section
Pacific Highway I-5
Contract No. 7866

TO: G. W. Wimer
Region II Construction Engineer

I have reviewed the proposal to extend the bikeway across the Woodburn Interchange with my staff, with the Location Section and with Mr. Coulter.

While it would be desirable and nice to do this work, it is our consensus opinion that it is not necessary or essential to the completion of the contract.

We are currently asking the Transportation Commission for an increase in project authorization of $1.3 M for other necessary work, and we should not now be adding anything which is not essential to the contract completion.

To do this work at this time would require the use of over $6,000 in non-participating State Funds. If it is still considered desirable to do so, the construction of the bikeway, on the west side of I-5, at least, could be constructed at a later date on the Four Corners-Woodburn project.

This work could also require additional time for final completion of the project, which is already several months past the originally specified completion date.

Your request for this additional work is therefore denied.

CTK:fr

cc: H. S. Coulter

NOTED
H.S.COULTER

RECEIVED
FEB 19 1976
Office of
Assistant State Highway Engineer

78,66

15

OREGON STATE HIGHWAY DIVISION

AGENDA
FEB 24 1976
4C-2

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 13, 1976

TO Oregon State Highway Transportation Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

Marion County

SUBJECT **Woodburn Int.-Hayesville Section**
Contract No. 7866
Request for Additional Authorization

A 5.6 percent overrun is now expected on this project. Gordon H. Ball, Inc., is the contractor. The project is now 99 percent completed and is under a stop work order awaiting better weather to complete some finishing and cleanup work.

Three items account for all of the overrun. Additional lime treatment of subgrade cost $375,000. As the work progressed, we were able to get federal participation in more of this subgrade treatment which will be of lasting benefit to the project.

The largest plan change in the project is the so-called safety shoulder addition, whereby 5-foot additional paved width on the median side and two-foot additional paved width on the outside were added to temporarily carry traffic during Stage 2 and Stage 3. This was necessary to provide a more safety shy distance from the reinforcing steel being placed for the new concrete pavement. Need for this safety measure was proven on the prior project to the north, and the cost of this change amounts to about $764,000.

The third major item is an additional $525,000 expected for engineering. The contract started in the spring of 1973 and was delayed about one year due to the long labor disputes in the summers of both 1973 and 1974. The contractor made a diligent effort to complete the project last year, resulting in overtime and staffing costs commensurate with his efforts.

Your approval is requested for an additional $1,325,979.00, increasing the total project authorization to $24,834,611.50. All of the additional work is eligible for Federal aid. This will be on the agenda for your consideration at the February 24 meeting.

24,882,611.50 From John Bord

bc: C. W. Head
G. M. Baldwin
E. S. Hunter-w/forms
C. T. Keasey
C. O. Fredrickson
H. S. Coulter
V. E. Skoog
Jack Graham
George Bill

JAB:fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #7866

Salem, Oregon

February 9, 1976

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Woodburn Int.-Hayesville Section
Contract No. 7866
Request for Additional Authorization

TO: H. S. Coulter
Assistant State Highway Engineer

Herewith Form E-372 showing a 5.6 percent overrun now expected on this project. We have accumulated 94 price agreements and 40 extra work orders to date on this project, which is now 99 percent completed and is under a stop work order awaiting better weather to complete some finishing and clean-up work.

Three items more than account for the money overrun. Additional lime treatment of subgrade was $375,000. As the work progressed, we were able to get federal participation in more of this subgrade treatment which will be of lasting benefit to the project. The largest plan change in the project is the so-called safety shoulder addition, whereby 5 foot additional paved width on the median side and two foot additional paved width on the outside were added to carry traffic on both Stage 2 and Stage 3 with more shy distance away from the reinforcing steel being placed for the new concrete pavement. Need for this was proven on the prior project to the north and this one change accounts for about $764,000 (the rock and A.C. involved were repriced to allow for justifiable escalation that had occurred after the contract was bid). The third major item is an additional $525,000 expected for engineering. The contract started in the spring of 1973 and was delayed by the long labor disputes in the summers of both 1973 and 1974. I believe the contractor made a diligent effort to try to complete the project last year and this of course, results in overtime and staffing costs commensurate with his efforts. Some of the safety shoulder plan added cost appears on this overrun form as contract, or "C" item overruns for A.C. mixture, PMAB and asphalt. The A.C. work would have overrun about $72,000 exclusive of the safety shoulder, mainly due to more temporary A.C. ramps to move traffic around the contractor's concrete paving and to keep the interchanges in operation.

This request makes no provision for future contingencies, since the work is virtually completed and does not include anything for possible petro escalation adjustment. We know of a fuel escalation claim from the contractor in excess of $200,000, exact amount of which has not been presented. Even if this were paid, however, it would be within the allowable limit of another overrun.

Rough draft letter to the Transportation Commission requesting an additional $1,325,979.00 to a new total project authorization of $24,834,611.50 is attached. The amendment type changes do not exceed 10 percent of the contract amount, so there is no need to go to the Public Contract Review Board.

JAB:fr
Att.
cc: Robert Church

NOTED
E. S. HUNTER
2-9-76

RECEIVED
FEB 9 1976
Office of
Assistant State Highway Engineer

7866

OREGON STATE HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 10, 1976

First National Bank of Oregon
Salem Main Branch
Salem, OR 97301

Attention: Gary VanAntwerp

Re: Gordon H. Ball Inc.
Contract 7866

We received your safekeeping receipt 26490, covering TCD 271963, $404,000. This replaces matured certificate 271935, $696,000, safekeeping receipt 26488.

This transaction reduces securities deposited in lieu of retainage on contract 7866 by $292,000.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

NOTED
C. W. HEAD

JP:pl

cc: Gordon H. Ball

bc: ~~C. W. Head~~
J. Bond
R. Church
C. Barrett
File Copy

Form 61-734-3122

FIRST NATIONAL BANK OF OREGON

TIME CERTIFICATE OF DEPOSIT

BRANCH: Salem Main
CITY : Salem, Oregon
DATE : February 9, 1976

NO. 271963

THIS BANK HAS ACCEPTED FOR DEPOSIT NOT SUBJECT TO CHECK

$ 404,000.00* * *

FNB 404000 AND 00 CTS

DOLLARS

PAYABLE TO THE ORDER OF * Wells Fargo Bank, Escrow Agent UTC# 0 711 * * * * * * * * * * IN CURRENT FUNDS ON March 10, 1976 (MATURITY DATE) WITH INTEREST AT THE RATE OF 4.625 PER CENT PER ANNUM ON THE RETURN OF THIS CERTIFICATE PROPERLY ENDORSED. NO INTEREST AFTER MATURITY.

AUTHORIZED SIGNATURE

B-163 3-76

FIRST NATIONAL BANK OF OREGON

SAFEKEEPING DEPARTMENT

26490

☐ DEPOSITED AND PLEDGED. The securities listed are deposited by depository bank to secure the repayment of funds deposited with it by _____ and are to be held, released, surrendered and delivered in the manner prescribed by the laws of the State of Oregon with reference thereto. The custodian bank shall give the said securities only the care ordinarily given to special deposits of this character.

☒ DEPOSITED. The securities listed are to be held in safekeeping and delivered upon proper receipt therefor from the owner or the authorized representative of the owner. The income from said securities shall be disposed of as indicated. The bank shall give the said securities only the care ordinarily given to special deposits of this character.

_____
AUTHORIZED SIGNATURE

NOT NEGOTIABLE: THIS RECEIPT MUST BE PRESENTED WHEN SAFEKEEPING SECURITIES ARE WITHDRAWN.

SECURITY NO.	ACCOUNT NO.	TAX CLASS	KEYPUNCH ONLY		D/C
			1	11	C

NAME Gordon H. Ball, Inc. TCD#271963

DATE 2-9-76

NO VAULT

UNIT SHARES FACE VALUE
$ 404,000.00

DISPOSITION OF INCOME _____

Renews tcd#271935 $696,000.00 receipt#26488 ENTRY AMOUNT

PREPARED BY _____

APPROVED BY _____

Phls to Wells Fargo Bank, Escrow agent

UTC# G714 4.625%int. Due-3-10-76.

Release only upon written authorization

from Oregon State Highway Div.

SECURITIES REC'D. BY _____

26490

DEPOSIT ADVICE

OCR DOCUMENT

29100046

7866

bc: C. W. Head
J. Bond
R. Church
C. Barrett
File Copy

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

February 6, 1976

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

U. S. National Bank
Main Branch
PO Box 4412
Portland, OR 97208

Attn: Jean VanScoy

Re: Gordon H. Ball, Donald M. Drake
Contract 7741, 7866, 7937

We received your safekeeping receipt #205950, covering TCD 4 213573, $422,000 to be used as deposits in lieu of retainage by Donald M. Drake. This replaces TCD 4 210638, $727,000 which has matured. A copy of safekeeping receipt 205647 for the matured security is enclosed.

The amounts of the new security deposit, the matured security and net increase (decrease) deposited in lieu of retainage are as follows:

Contract	New Deposit	Matured Deposit	Net Increase (Decrease)
7741	$ 5,000	$ 39,000	$(34,000)
7866	14,000	202,000	(188,000)
7937	403,000	486,000	(83,000)
Total	$422,000	$727,000	$(305,000)

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl
cc: Donald M. Drake Co.
Enclosure

Form 81-234 3122

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S.W. SIXTH AVENUE
P.O. Box 4412, PORTLAND, OREGON 97208

February 3, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #205950 covering $422,000.00 USNB of Oregon Nonnegotiable Time Certificate of Deposit i n n/o Donald M. Drake Co. & State of Oregon--Contracts #7937, #7741, #7866, which is assigned to the Oregon State Highway Division. This C/D represents $5,000.00 on Contract #7741, $14,000.00 on Contract #7866, $403,000.00 on Contract #7937.

This C/D partially renews Safekeeping Receipt #205647 in the amount of $727,000.00 which matured on 2/3/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc.

CC: Donald M. Drake Company

RECEIVED
FEB 05 1976
CONTRACT ACCOUNTING

CUSTOMER COPY

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 205950

DATE 2/3/76

DISPOSITION OF PROCEEDS
- [X] CR. CKNG. Acc't 113-340
- [ ] CR. SVNG. Acct't
- [ ] Remit

DEPOSITED BY: Time Deposit

For The Acct. of • Donald M. Drake Company
1740 NW Flanders Street
Portland, Oregon 97209
Assigned to Oregon State Highway Division

$422,000.00	USNB of Oregon Nonnegotiable Time C/D 4.625%
	Dated 2/3/76 Due 3/4/76
	Interest At Maturity
	CUSIP
	Cert. # 213573 0 422#; H/O Donald M. Drake Co. & State of Oregon "Fund to be released to contractor only upon written notice to disburse from Oregon State Highway Division." (Contract #'s 7937,7741,7866)

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-2499 8/73 ENV. 31-329 HEAD OFFICE PORTLAND

7866

OREGON STATE HIGHWAY DIVISION

February 4, 1976

ROBERT W. STRAUB
GOVERNOR

R. B. KLABOE
Administrator and
State Highway Engineer

First National Bank of Oregon
PO Box 2049
Salem, OR 97308

Attention: Douglas McGregor

Re: Gordon Ball - Contract 7866

Retainage requirements on our contract 7866 with Gordon H. Ball, Inc., have been reduced. Therefore, when their securities come up for renewal this month, $292,000 may be released to the contractor.

This should leave $469,000 in certificates posted by Gordon Ball in lieu of retainage on contract 7866.

Vernon E. Skoog, Controller

By
Janice Peterson
Contract Payments Executive

JP:njc

cc: Gordon H. Ball Inc.
Wells Fargo Bank, Escrow Dept.

bc: ~~C. M. Head~~
J. Bond
R. Church
C. Barrett

Form 91-734-3122

78606

bc: ~~C. W. Head~~
J. Bond
R. Church
C. Barrett

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 3, 1976

U. S. National Bank of Oregon
Main Branch
PO Box 4412
Portland, OR 97208

Attention: Ella Anderson

re: Donald M. Drake
Contract 7741, 7866, 7937

TCD #4 210638, $727,000, (Safekeeping Receipt 205647) may be replaced by a certificate of deposit in the amount of $380,000, releasing $347,000 to the Donald M. Drake Co.

The matured certificate is allocated as follows:

	Contract	Amount
	7741	$ 39,000
	7866	202,000
	7937	486,000
Total		$727,000

The renewal certificate is to be allocated as follows:

	Contract	Amount
	7741	$ 5,000
	7866	--
	7937	375,000
Total		$380,000

NOTED
C. W. HEAD

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

cc: Donald M. Drake
Gordon H. Ball

JP:pl

Form 81-734-3122

7866

OREGON STATE HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 6, 1976

U. S. National Bank of Oregon
Main Branch
PO Box 4412
Portland, OR 97208

Attention: Jean Van Scoy

Re: Donald M. Drake, Contract 7741 & 7937
Gordon H. Ball, Contract 7866

We received your safekeeping receipt #205647 covering certificate of deposit # 4 210638, $727,000, to be used as a deposit in lieu of retainage on our contracts with Gordon H. Ball, Inc. and Donald M. Drake Co.

The above certificate replaces matured certificates # 4 199142, (safekeeping receipt 204783, $341,000), # 4 207390, (safekeeping receipt 205429, $260,000), #4 201908 (safekeeping receipt 205117, $100,000). The safekeeping receipts for the matured certificates are enclosed.

The amounts currently deposited in lieu of retainage, the amounts of the matured certificates, and the net increase deposited in lieu of retainage on the contracts are as follows:

Contract	Current Certificate	Matured Certificate	Net Increase
7741	$ 39,000	$ 39,000	$ 0
7866	202,000	201,000	1,000
7937	486,000	461,000	25,000

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl
cc: Donald M. Drake Co.
Gordon H. Ball, Inc.

NOTED
C. W. HEAD

bc: C. W. Head
J. Bond
R. Church
C. Barrett

Form 81-734-3122

CUSTOMER COPY

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

55

RECEIPT NO. 205647

DATE January 2, 1976

DISPOSITION OF PROCEEDS
- [x] CR. CKNG. Acc't 113-340
- [ ] CR. SVNG. Acc't
- [ ] Remit

DEPOSITED BY: Time Deposits

For The Acct. of: Donald M. Drake Company
1740 NW Flanders Street
Portland, Oregon 97209
Assigned to Oregon State Highway Division

$727,000.00	USNB of Oregon Nonnegotiable Time C/D	5.25%
	Dated 1/2/76 Due 2/3/76	
	Interest at Maturity	CUSIP
	Ctf. No. 4 210638 @ 7270: n/o Donald M. Drake Co. & State of Oregon	
	"Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division." (Contract #'s 7937,7741,7366)	

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

88-3498 8/75 ENV. 31-380 HEAD OFFICE PORTLAND

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S.W. SIXTH AVENUE
P.O. Box 4412, PORTLAND, OREGON 97208

January 2, 1975

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #205647 covering $727,000.00 USNB of Oregon Nonnegotiable Time Certificate of Deposit in n/o Donald M. Drake Co. & State of Oregon--Contracts #7937,7741, 7866, which is assigned to the Oregon State Highway Division. This C/D represents $486,000.00 on Contract #7937, $202,000.00 on Contract #7866, $39,000.00 on Contract #7741.

This C/D renews Safekeeping Receipt #204783 in the amount of $341,000.00, Safekeeping Receipt #205117 in amount of $100,000.00, and Safekeeping Receipt #205429 in amount of $260,000.00 which matured on 1/2/76.

Very truly yours,

Jean Van Scoy
Safekeeping Officer

RECEIVED
JAN 05 1975
CONTRACT ACCOUNTING

JVS:ea

Enc.

cc: Donald M. Drake Co.

—7866

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR 97310

December 29, 1975

FILE:

FROM: L. E. George
Traffic Engineer

SUBJECT: Suggested Metric System Signing

TO: F. B. Klaboe
Administrator and
State Highway Engineer

Attached are prints showing suggested signing installations to illustrate the metric system as it might apply to the interstate signing.

The examples we have chosen are at the Harrisburg Interchange and the Woodburn Interchange. Both of these locations have active contracts in progress. We have verbally checked with the FHWA and they have given tentative approval to adding these revisions to the existing contracts.

If you approve of these examples, I will work with the Region for their inclusion in the current contracts.

L. E. George
Traffic Engineer

LEG:ds
Attachments

NOTED
R. L. SCHEDLER

RECEIVED
JAN 2 1976
Office of
Assistant State Highway Engineer

Bud
Approved as corrected.
Please contact Mr. Hansen
& legislative fiscal person
before proceeding further

RECEIVED
STATE HWY ENGR
DEC 30 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | ...

#7866

624-1089
303-1719
124-1009

FORM 81.734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
December 24, 1975

NOTED
H. S. COULTER

FROM: C. O. Fredrickson
REGION 2 ENGINEER

TO: C. T. Keasey
CONSTRUCTION ENGINEER

SUBJECT: Railroad Encroachment Inspection
Southern Pacific Transportation Company
Region 2 Response

Your letter of December 15, 1975, was circulated to the field with instructions to advise the Region Office of any problems which the attachment from the Southern Pacific Transportation Company would create. All of the Resident Engineers in Region 2 have responded with the following results.

E. J. Hall, Project Engineer on the Woodburn Interchange - Hayesville Interchange Section, anticipates that he has approximately 5 days work remaining to be done on or over the railroad right-of-way. He also anticipates that if a railroad inspector is not available, we might expect some sort of a claim from the contractor. A copy of his report to this office, is attached.

Loren Weber, Resident Engineer on the Canby (Elm St. & Grant St.) project, indicates that he may have a problem with his contractor if the railroad inspector is not available when the contractor arrives at the point that work on the railroad right-of-way is necessary. A copy of his report to this office is attached.

C. V. Lehman, Resident Engineer assigned to the Deer Park Dr. SE - Mehama Section, anticipates having to construct some guardrail flares and guardrail to protect crossing signals at the Southern Pacific Transportation Company's grade crossing at the North Santiam Highway. This may or may not create a problem due to the lack of a Southern Pacific Inspector.

Warren Mueller, Resident Engineer on the Chehalem Creek Bridge, anticipates a possible conflict when construction resumes in the spring.

The other Resident Engineers in Region 2, anticipate no problems due to the lack of railroad inspectors.

RECEIVED
DEC 29 1975
Office of
Assistant State Highway Engineer

COF/elf
cc: H. S. Coulter

FORM C1-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem

December 23, 1975

FILE: 624-1089

FROM: E. J. Hall
Project Engineer

TO: C. O. Fredrickson
Regional Engineer

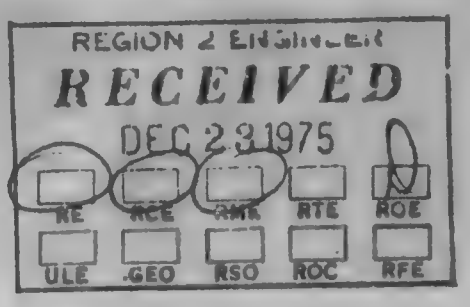
SUBJECT: Woodburn Int.-Hayesville
Inter. Section
Pacific Highway-Marion County
Contract #7866
Railroad Inspection, Southern
Pacific Transportation Company

Reference is made to C. T. Keaseys letter of December 15, 1975, pertaining to said subject.

We estimate that Gordon H. Ball, Inc. and their bridge sub-contractor, D. M. Drake Company, have approximately 5 days work remaining to be done on or over railroad right-of-way, all of which will require a railroad inspector.

As of this date we have not been able to get a firm date as to when the contractor plans on completing his work on railroad R/W. In view of the attached two letters from Mr. J. W. Ferguson, Railroads Division Engineer, the contractor will now have to schedule their work according to the availability of railroad inspectors.

This brings up a possibility of a claim from the contractor for delaying the completion of his work on the railroad structure. The contractor has had ample time to complete work on the railroad right-of-way, but has chosen to work elsewhere. Several times the contractor has scheduled work on railroad R/W but did not perform any work and left the railroad inspector standing by without notification of cancelling the work. In view of the contractors past actions with the railroad as regards inspection, I feel he has no basis for a claim if he is now delayed, and I propose to resist any claim.



124-1009

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE December 18, 1975

TO Dave Haug

REGION 2 ENGINEER
RECEIVED
DEC 22 1975
RE | RCE | RME | RTE | ROE
ULE | GEO | RSO | ROC | RFE

FROM C.V. Lehman
RESIDENT ENGINEER

SUBJECT Railroad Encroachment Inspection
Southern Pacific Transportation Company

This crew has no active contracts which would be affected by availability of Southern Pacific railroad inspectors.

Deer Park Dr. S.E. - Mehama Section, prefix 124-1009, has not yet been awarded but will involve constructing flares and installing guard rail to protect signals at Southern Pacific's grade crossing of North Santiam Highway, M.P. 8.77. Scheduling this construction according to availability of the railroad inspector should not be a big problem for the contractor.

Two railroad crossing signalization projects also have been assigned to this crew for monitoring, but all work is to be performed by railroad forces and no contractor is involved.

LPD:CVL:mlw

FORM 81-734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

December 18, 1975

Salem, Oregon 97310

FILE: CON 5
303-1719

FROM: Walter Bartel
For Loren Weber, Resident Engineer

SUBJECT: Canby (Elm St. and Grant St.)
Contract No. 8196

TO: Dave Haug
Region Office Engineer

Railroad Encroachment Inspection

We still have several days work to be done on Elm Street in Canby. The grading and paving have not been started though the curb work is presently under way.

We had approached the contractor earlier with the proposal to halt the job over until next spring when we would have a better chance with the weather. His reply was to do so would necessitate a cost increase of $2134.00. The city was not prepared to absorb this much cost.

We are now working on the basis of getting all the work we can done before closing the street.

Upon receipt of a favorable weather forcast, we plan to do the grading and paving in as short a time as possible, hopefully in 2 or 3 days though this time of the year we have no guarantees that we will be able to move this quickly.

Assuming that we have to schedule a railroad inspector some time in advance, it appears as though we will be forced to hold the grading over until next year and probably have to pay some extra cost to the contractor.

REGION 2 ENGINEER
RECEIVED
DEC 22 1975
RE RCE RME RTE ROE
ULE GEO RSO ROC RFE

LAW/wgb

cc: File

Southern Pacific Transportation Company

Room 251-N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

C. T. SABERS
SUPERINTENDENT
W. F. CURRIER, JR.
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

IN REPLY PLEASE REFER TO

December 16, 1975

GMO 69599

Mr. Ed Hall, Resident Engineer
Oregon State Highway Division
2111 Front Street
Salem, Oregon 97310

Dear Sir:

Referring to Woodburn Interchange-Hayesville Interchange Section Pacific Highway (I-5) Contract No. 7866 and the Chemawa Overhead Crossing.

We have received the original endorsement extending contractor's railroad protective liability policy number 113606 to January 1, 1976.

We were advised December 11 by the contractor that they only had two days work remaining on this project in connection with the railroad. They wished to commence their work on December 12 and needed a inspector for that day. We advised them we would furnish an inspector for December 12 and 15, considering they would have all work finished on our right of way. Our Inspector, Mr. Holeman, has informed us, date, that the overhead, which is sublet to D. M. Drake by G. H. Ball, still is not completed, lacking finish work. Also, G. H. Ball has not completed the riprap under the structure and apparently there is clean up work on the right of way.

It is our understanding that this work is not anticipated to be completed until some time this spring. Therefore, the contractor should be informed to extend the above mentioned policy until work has been completed according to the agreement and specifications.

Yours truly,

J. E. Chidsey

cc: Mr. J. E. Chidsey, P.E.
Railroad U Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RECEIVED
DEC 19 1975
OFFICE OF RESIDENT ENGINEER
E J HALL
RE ASS'T ASS'T OE FILE TA.

Southern Pacific
Transportation Company
Room 2517 Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

J. Y. DARLING
SUPERINTENDENT
W. P. CURRIEN, JR.
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

IN REPLY PLEASE REFER TO

December 4, 1975

GMO 69599

REFER TO

By Asst. State Hwy. Engr.

Mr. J. E. Chidsey, P.E.
Railroad & Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Due to economic conditions, it was necessary in May of this year, to abolish our permanent inspector positions on our Oregon Division.

In order to cover the various highway projects, we asked Management for authority for temporary engineer inspectors, on the basis that their salaries and expenses would be completely recollectible on the projects which were in progress at that time, with the understanding that when these projects were completed or shut down for the Winter, these positions would be abolished. As of this date, we have only two projects which are currently in progress, that being the reconstruction of the overhead at Green and the Cook-Tualatin structures on I-5. We have, therefore, abolished two temporary inspectors, one due to the Mapleton project being shut down for the Winter and the Chemawa Overhead on I-5 reaching the near completion stage.

When our two remaining inspectors are both employed full time on the Green and Cook projects, we will not have anyone available for the remaining work at Chemawa or the crossing work at Canby on Grant and Elm Streets. We do not feel we can maintain an inspector position for the one or two days a week or less which the two contractors on these two projects require. Therefore, they will have to do their work on our right of way at our convenience. The work at Chemawa could have been completed during the last construction season, but the contractor did not see fit to do so. As to the projects at Canby, we asked that they be deferred until next Spring, when our material and labor would be available and we could work jointly and do a proper job together on these two crossings instead of piece mal as is being done.

Due to the scheduling of the work on the Green and Cook projects, neither of the inspectors for these projects are needed for several weeks and are, therefore, being carried on our payroll. If this continues to be the case for too long, we will, no doubt, have to reevaluate these positions also. This will confirm conversation with Mr. R. L. Johnston of our Engineering Department concerning this matter.

RECEIVED
DEC 11 1975
Office of
Assistant State Highway Engineer

Yours truly,

cc: H. S. Lewis
J. E. Gallagher
J. E. Boyd
C. T. Mason
C. A. Hall
C. O. Freeburn

1866

bc: C. W. Head
J. Bond
R. Church
C. Barrett
File Copy

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 5, 1975

U. S. National Bank Of Oregon
PO Box 4412
Portland, OR 97208

Attention: E. F. Koch

Re: Gordon H. Ball, Contract 7866
Donald Drake, Contract 7937 & 7741

We received your safekeeping receipt 205429 covering TCD # 4 207390, $260,000, to be used in lieu of retainage on our contracts 7741 and 7937 with Donald M. Drake Company and 7866 with Gordon H. Ball. We enclose safekeeping receipt 205156 for TCD #4 201947, $209,000, which has matured. We have instructed the State Treasurer's office to return Beaverton bonds ($20,000) due December 15, 1975. The allocation of the deposits in lieu of retainage for the new certificate and the matured securities is as follows:

Contract	Current Deposits	Matured Securities	Net Increase (Decrease)
7741	$ 19,000	$ 20,000	($1,000)
7866	40,000	38,000	2,000
7937	201,000	171,000	30,000

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

NOTED
C. W. HEAD

JP:pl
cc: Donald M. Drake
Gordon H. Ball
Oregon State Treasurer

Form 81-734-9122

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS / DEVELOPERS
AC 503 226 2200

December 3, 1975

Mr. Dick Hacek
Highway Division
State of Oregon
Salem, Oregon 97210

Dear Mr. Hacek:

We will place in safekeeping today a $260.000 certificate of deposit drawn on the United States National Bank of Oregon. This deposit should be allocated as follows:

$ 19,000	Contract #7741	Powell Street
40,000	Contract #7866	Woodburn-Hayesville
201,000	Contract #7937	S. Tigard

38,000 20,5156
171,000

Credit the $40,000 amount to the account of Gordon H. Ball Company, Inc.

In addition, we are requesting that Emily Rhode return to us the following municipal bonds:

Beaverton 12-15-75	#7741	$20,000

Sincerely,

DONALD M. DRAKE COMPANY

RECEIVED
DEC 4 1975
CONTRACT ACCOUNTING

Donald B. Kane
Vice President - Finance

DBK:cd

cc: Mr. C. E. Payton, P. O. Box 30, Salem, Oregon 97310
Mr. Maurice Payne, 12949, S. W. Pacific Hwy., Tigard, Oregon 97223
Highway Division, Attn: Janice Peterson, Salem, Oregon 97310
Ms. Emily Rhode, Treasury Department, Salem, Oregon 97310
Gordon H. Ball Company, Inc. Box 897, Renton, Washington 98055

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S. W. SIXTH AVENUE
P. O. Box 4412, PORTLAND, OREGON 97208

December 3, 1975

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #205429 covering $260,000.00 USNB of Oregon Nonnegotiable Time Certificate of Deposit in n/o Donald M. Drake Company which is assigned to the Oregon State Highway Division. This C/D represents $19,000.00 on Contract#7741, $40,000.00 on Contract #7936, and $201,000.00 on Contract #7937.

This C/D renews Safekeeping Receipt #205156 in amount of $209,000.00 which matured 12/3/75.

Very truly yours,

E. F. Koch

E. F. Koch
Safekeeping Officer

EFK:ca

Enc.

cc: Donald Drake Company

CUSTOMER COPY

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 205429

DATE 12/3/75

DISPOSITION OF PROCEEDS
- [X] CR. CKNG. Acct 113-340
- [ ] CR. SVNG. Acct't
- [ ] Remit

DEPOSITED BY: Time Deposit Depart.

For the Acct. of DONALD M. DRAKE COMPANY
1740 NW Flanders Street
Portland, Oregon 97209

Assigned to Oregon State Highway Division

$260,000.00	USNB of Oregon Nonnegotiable Time C/D 25
	Dated 12/3/75 Due 1/2/76
	Interest Payable At Maturity CUSIP
	Cert. #4 207390 @ 260M; a/c Donald M. Drake Co. & State of Oregon

M M Schmerling

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-3469 4/75 ENV. 31-300 HEAD OFFICE PORTLAND

I-5

624-1089

OREGON STATE
HIGHWAY DIVISION
Salem, Oregon
December 1, 1975

Gordon H. Ball, Inc.
P.O. Box 513
Salem, Ore 97308

Woodburn Int.-Hayesville
~~Inter. Section~~
Pacific Highway-Marion County
Contract #7866
Signing Revision

Attn: Virgle Barnett
Project Manager

Dear Virgle:

This is to confirm telephone correction of Sign Legend, on OSHD drawing #28571. Change the second "l" to an "i" in "Colegio". This is on Signs #4 and 8.

Thank you,

E. J. Hall
Project Engineer
By:

Fred W. Lucht III
Fred W. Lucht III
Asst. Res. Engr.

cc: C. O. Fredrickson
Bill Beard ✓
E. J. Hall

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout
Bill Beard

RECEIVED
DEC - 2 1975
ROAD DESIGN SECTION

NOTED
W. G. BEARD

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

I-5

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR 97310

November 24, 1975

FILE:

FROM: Elmer L. Scofield
Sign Design Engineer

SUBJECT: Woodburn-Hayesville Section
Pacific Highway
Contract 7866

TO: MEMO TO FILE

Several weeks ago, we were instructed to add "Colegio Cesar Chavez" to signing at Woodburn Interchange. To do this, it was necessary to move existing Logo signs, now mounted on wood posts, to locations specified in FHWA Transmittal No. 38.

The revised contract plans showed these signs at 44'-4" from the edge of shoulder and 7' above the edge of pavement. I received a call from Ed Hall's office to verify these dimensions.

I instructed them to move the signs in to 40' and mount them at 5' height to match the new Logo signs now being installed under the three Logo contracts. At the same time, I instructed them to space the supports to accommodate the new Logo panel sizes, in the event the sign panels will have to be replaced at some time in the future.

ELS:ds

cc: C. O. Fredrickson
Frank Terpin
Ed Hall
Patty Calcaterra
Jack Sollis

REFERRED TO
Beard WKB Reed
Cole Sample
Eriksen Watson
Heger Wolfe
Return (Discuss) Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
NOV 26 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receive Keep
Do not File
Return To
Bring Up
Other

7866

FORM 81-734-5080

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #7866

Salem, Oregon
November 24, 1975

NOTED
H. S. COULTER

FROM: John A. Bond
Construction Administration Engineer

TO: Gerald Wimer
Regional Construction Engineer

SALEM

SUBJECT: Woodburn Int.-Hayesville Int.
Pacific Highway - Marion County
Contract No. 7866
Claim for Petroleum Products
Cost Increase

In considering Resident Engineer Hall's November 10 letter to Ball, we think of a couple questions at this point. Is this claim intended to be their complete claim for consideration under the petro escalation law up to September 25, 1975 for gasoline and August 25, 1975 for diesel? In other words, will they seek escalation on any other items? Will there be a further claim for gasoline and diesel used after these dates?

Also please forward a copy of their claim transmittal and any pertinent summaries it included.

JAB:fr

cc: H. S. Coulter (w/att.)

RECEIVED
NOV 24 1975
Office of
Assistant State Highway Engineer

Petroleum Claim 624-1089

Keasey — RECEIVED — Richards
Bond — Glenn
Jackmond — NOV 14 1975 — Berg
Harwood
Johnsen — CONSTRUCTION
Walker — SECTION

REGION 2 ENGINEER
RECEIVED
NOV 12 1975
RE RCE RME RTE ROE
UIE GEO RSO ROC RFE

OREGON STATE HIGHWAY DIVISION

Salem, Oregon
November 10, 1975

Gordon H. Ball, Inc.
P.O. Box 513
Salem, Ore 97308

Woodburn Int.-Hayesville
Inter. Section
Pacific Highway-Marion County
Contract #7866
Claim for Petroleum Products Cost Increase

Attn: Virgle Barnett
Project Manager

Dear Virgle:

This will acknowledge receipt of your letter of October 10, 1975 and the attachments, in which Gordon H. Ball, Inc. is making claim to the State Highway Division in the amount of $215,027.21 for increased cost of petroleum products for the period May 1, 1973, through September 25, 1975 for gasoline products and August 25, 1975 for diesel products.

Before forwarding this claim through channels for opinions, it is necessary for this office to check all the quantities and amounts claimed. In checking we find numerous invoices for both gasolene and diesel fuel included in your summary, which were not forwarded to us. Our office engineer, Mr. Read, has been in contact with your engineer, Mr. Biskey regarding these missing invoices.

We are enclosing a list of the missing invoices to assist your office in locating them.

Very truly yours,

E. J. Hall
Project Engineer

Attachment

cc: C. O. Fredrickson

cc. C.T Keasey w/attach

PETROLEUM INVOICES NOT RECEIVED

UNION OIL	GASOLINE	All of 1973 January, February 1974 March - Invoice #s 772823, 772830, 772831. September 1974 - Invoice #226220 December 1974 - Invoice #226273 All of 1975
UNION OIL	DIESEL	All of 1973 January 1974 - Invoice #0874 November 1974 - Invoice #6893, 6633 All of March - August 1975.

7866

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

P. B. KLABOE
Administrator and
State Highway Engineer

November 14, 1975

First National Bank of Oregon
PO Box 2049
Salem, OR 97308

Attention: Douglas McGregor

Re: Gordon H. Ball
Contract 7866

We received your safekeeping receipt 26481 for TCD 260834, $696,000. We are notifying the State Treasurer's office today to release TCD 260710, $601,000, (Treasurer's Safekeeping Receipt 1608) and TCD 260767, $40,000 (Treasurer's Safekeeping Receipt 2001). In addition, we enclose First National Bank Collateral Receipt 104452 for TCD 260811, $32,000.

The net increase on deposit in lieu of retainage on this contract is $23,000.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JC:pl
Enclosure

cc: Gordon H. Ball
Oregon State Treasurer

NOTED
C. W. HEAD

DC: ~~C. W. Head~~
R. Church
J. Bond
C. Barrett
File

Form 81-734-3122

FIRST NATIONAL BANK OF OREGON

TIME CERTIFICATE OF DEPOSIT

BRANCH: Salem Main
CITY : Salem
DATE : November 10, 1975

NO. 260834

THIS BANK HAS ACCEPTED FOR DEPOSIT NOT SUBJECT TO CHECK $ 696,000.00

FNB 002 $696000 AND 00 CTS DOLLARS

PAYABLE TO THE ORDER OF * Wells Fargo Bank, as escrow agent UTC #6 714 * * * * * * * * IN CURRENT FUNDS ON December 10, 1975 (MATURITY DATE) WITH INTEREST AT THE RATE OF 5.50% PER CENT PER ANNUM ON THE RETURN OF THIS CERTIFICATE PROPERLY ENDORSED.. NO INTEREST AFTER MATURITY.

AUTHORIZED SIGNATURE

R-140 2-74

IRST NATIONAL BANK OF OREGON

SAFEKEEPING DEPARTMENT

26481

EPOSITED AND PLEDGED. The securities listed are by depositary bank to secure the repayment of funds deposited with

be held, released, surrendered and delivered in the manner prescribed by the State of Oregon with reference thereto. The custodian bank shall give the said only the care ordinarily given to special deposits of this character.

X DEPOSITED. The securities listed are to be held in safekeeping and delivered upon proper receipt therefor from the owner or the authorized representative of the owner. The income from said securities shall be disposed of as indicated. The bank shall give the said securities only the care ordinarily given to special deposits of this character.

AUTHORIZED SIGNATURE

NOT NEGOTIABLE: THIS RECEIPT MUST BE PRESENTED WHEN SAFEKEEPING SECURITIES ARE WITHDRAWN.

SECURITY NO.	ACCOUNT NO.	TAX CLASS	KEYPUNCH ONLY
TCD #26034			1

Gordon H. Ball

11-10-75

IN
ME

NO VAULT

UNIT SHARES FACE VALUE

696,000.00

Description-pble to Wells Fargo Bank

escrow agent, UTC # 0-714, 5.50%

due date Dec. 10, 1975

Release only upon written authorization

from Oreg. State Highway Div.

ENTRY AMOUNT

L

W. Storey

ES

DEPOSIT ADVICE 26481

OCR DOCUMENT 29100046

Speedifile @ Moore Business Forms, Inc.

FIRST NATIONAL BANK OF OREGON

SALEM MAIN BRANCH. 280 LIBERTY N.E.. P.O. BOX 2048. SALEM. OREGON 97308. TELEPHONE: 399-3511

November 10, 1975

NOV 12 1975

R. J. Hacek
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Dick:

Safekeeping Receipt No. 26481
Gordon H. Ball, Inc.

Enclosed is our safekeeping receipt noted above in the amount of $696,000. This replaces time certificate No. 260710 in the amount of $601,000, No. 260767 in the amount of $40,000, and No. 260811 in the amount of $32,000. In addition, $23,000 was received today from Wells Fargo Bank to be included in the total amount,

We would appreciate your acknowledging receipt of this document by signing and returning the copy of this letter. Also under separate cover I am requesting that the Treasurer's office release to us the renewed certificates of $601,000 and $40,000 respectively.

Best regards,

Douglas McGregor
Vice President & Manager

DM:bn

Enclosure

cc: Emily Rohde, Treasury Department
Kathy Caricato, Wells Fargo

7866

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 5, 1975

U. S. National Bank of Oregon
P. O. Box 4412
Portland, OR 97208

Attn: E. F. Koch

Re: Donald M. Drake, Cont. 7937
Gordon H. Ball, Cont. 7866

We received your safekeeping receipt 205156, $209,000, covering TCD 201947. We presume this replaces safekeeping receipt 204914, TCD 201753, $209,000, which was matured. There is no change on the amounts deposited on contracts 7866 and 7937.

Enclosed please find the safekeeping receipt for the matured certificate.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP/az

cc: Donald M. Drake

NOTED
C. W. HEAD

Form 81-734-3122

7866

bc: C. W. Head
J. Bond
R. Church
C. Barrett

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 30, 1975

U. S. National Bank of Oregon
PO Box 4412
Portland, OR 97208

Attn: E. F. Koch

We received your safekeeping receipt # 205117 covering TCD 4 201908, $100,000, to be used as a deposit in lieu of retainage. The State Treasurer is returning $80,000 in bonds at the request of the contractor.

The allocation of the TCD, the returned bonds, and the net increase on each contract are as follows:

Contract	Current Deposit	Returned Deposit	Net Increase
7741	$20,000	$20,000	-
7866	60,000	40,000	$20,000
7937	20,000	20,000	-

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: Donald M. Drake

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S. W. SIXTH AVENUE
P.O. Box 4412, PORTLAND, OREGON 97208

October 27, 1975

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Dick Hacek

Gentlemen;

Enclosed find a photo copy of our Safekeeping Receipt #205117 covering $100,000.00 USNB of Oregon Nonnegotiable Time Certificate of deposit on which is indicated the assignment to the Oregon State Highway Division.

This C/D represents contract #7741, #7866, #7937 for Donald M. Drake Company.

Very truly yours,

E. F. Koch

E. F. Koch
Safekeeping Officer

EFK:ea
Encl

cc: Donald M. Drake Company

OCT 29
HIGHWAY ACCOUNTING

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
[redacted]
CONTRACTORS / DEVELOPERS
[redacted]

October 24, 1975

Mr. Dick Hacek
Highway Division
State Of Oregon
Salem, Oregon 97310

RECEIVED
OCT 27 1975
Contract Acctg.

Dear Mr. Hacek:

We will place in safekeeping on October 27, 1975, a $100,000 certificate of deposit drawn on the United States National Bank of Oregon. This deposit should be allocated as follows:

$20,000	Contract #7741	Powell Street
$60,000	Contract #7866	Woodburn-Hayesville
$20,000	Contract #7937	S. Tigard

Credit the $60,000 amount to the account of Gordon H. Ball Company, Inc.

In addition, we are requesting that Emily Rhode return to us the following municipal bonds:

	#7866	#7741
Deschutes 7/1/75	$40,000	$20,000
Clackamas 7/1/75	$20,000	

Sincerely,

DONALD M. DRAKE COMPANY

Donald B. Kane
Vice President - Finance

RECEIVED
OCT 27 [illegible]
HIGHWAY ACCOUNTING

[redacted]

cc: Mr. C.E. Payton, P.O. Box 30, Salem, Oregon 97310
Mr. Maurice Payne, 12949 S.W. Pacific Hwy., Tigard, Oregon 97223
Highway Division, ATTN: Janice Peterson, Salem, Oregon 97310
Ms. Emily Rhode, Treasury Department, Salem, Oregon 97310
Gordon H. Ball Company, Inc. Box 897, Renton, Washington 98055

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 205117

DATE 10/27/75

DISPOSITION OF PROCEEDS
- [X] CR. CKNG. Acc't 113-340
- [ ] CR. SVNG. Acct't
- [ ] Remit

DEPOSITED BY: Time Deposits

For The Acct. of: Donald M. Drake Company
1740 N.W. Flanders St.
Portland, Oregon 97209

Assigned to Oregon State Highway Division

$100,000.00	USNB of Oregon Nonnegotiable Time C/D	5.75%
	Dated 10/27/75 Due 1/2/76	
	Interest at Maturity	CUSIP
	Cert. No. 4 201908 @ 100M a/o Oregon # 7741 - 7866 - 7937	Donald M. Drake Company & State of

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

60-2490 4/75 ENV. 31-389 HEAD OFFICE PORTLAND

#7866

October 29, 1975

Mr. Celedonio "Sonny" Montes
Director of Administrative Affairs
Colegio Cesar Chavez
Mt. Angel, Oregon 97362

Dear Mr. Montes:

L. E. George, our Traffic Engineer, recently met with you to discuss your request for highway signing to direct motorists to Colegio Cesar Chavez in Mt. Angel.

The State Highway Division will install the signs agreed upon during your discussion with Mr. George. Because part of the work will be done by State forces and part by a contractor, all signs probably will not be installed at the same time and may take several months.

We hope the new signs will be of benefit to your school and wish you continued success.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc Jim MacDonald, Deputy Ombudsman
Glenn Hossner, FHWA (w/att.)

bcc E. S. Hunter
R. L. Schroeder
L. E. George
J. H. Versteeg (Att.) - Please revise the contract plans to have the signing outlined on the plans installed by the contractor. FBK
C. O. Fredrickson (Att.) - Please install and revise the signs on ORE211 and 214 as shown on the plan. Also, install the two signs on the ramps at Woodburn interchange when that project is completed. The estimated cost is $1,000 for off-Interstate signing. FBK

ELS:rj srb

4. The gore sign should contain only the legend "REST AREA" with the arrow and not be supplemented with any legend pertaining to the tourist information center.

For information centers located off the Interstate or other freeway facility, the following additional signing criteria shall apply:

1. Each State should have or develop a policy establishing the maximum distance the information center can be located from the interchange in order to be included on official signs.

2. The location of the signing shall be in accordance with requirements pertaining to service signing.

3. Signing along the crossroad should be installed to guide the motorist from the interchange to the information center.

2F–33 Specific Services Information

In addition to the general motorist services signs, State policy may prescribe the use of special panels or displays to provide motorists with specific services information, according to the national criteria for such postings given in the Federal Register, Vol. 24, No. 15, January 23, 1969.[11] These installations may consist of the following:

1. Specific information panels located so as to be readable from the main traveled way approaching an interchange, giving the name, brand or trademark of the services available at that interchange; and/or

2. Roadside area information panels or displays erected in safety rest areas, scenic overlooks, roadside turnouts and similar areas, so as not to be readable from the main traveled way, and giving the name, brand or trademark of services available at interchanges preceding the next roadside area.

2F–34 Rest and Scenic Area Signs (fig. 2–37)

On the approach to rest areas, an advance guide sign shall be placed one mile or two miles in advance of the rest area. Between the advance guide sign and the gore of the rest area exit, there may be a sign reading REST AREA which shall carry either an arrow or the words NEXT RIGHT as a part of the message.

At the rest area exit, there shall be a sign with a message REST AREA together with an arrow indicating the appropriate turn as shown in figure 2–37. All signs for rest areas shall have reflectorized white letters, symbols, and borders on a blue background.

[11] National Standards and Criteria for Official Highway Signs Within Interstate Rights-of-way Giving Specific Service Information for the Traveling Public, Part 22, Chapt I, Title 23—USC (1969).

c. *Relationship to exit gore and right-of-way line.* The specific information panels shall be erected between the previous interchange and ½ mile in advance of the theoretical gore for the approaching interchange. These panels shall be located near to the right-of-way line and readable from the main traveled way. The last panel shall be erected no closer than ½ mile to the theoretical gore of the approaching interchange with at least 1000-foot spacing between the information panels. The information panels should be so located longitudinally to take advantage of natural terrain and have the least impact on the scenic environment. In the direction of traffic, the successive panels shall be those of "CAMPING," "LODGING," "FOOD," "GAS" in that order.

d. *Not to be used where reentry to freeway is inconvenient.* The specific information panel may not be erected at an interchange at which an exit from the freeway is provided but at which no entrance ramp exists at that interchange or at another reasonably convenient location that would permit a motorist to proceed in the desired direction of travel without undue indirection or use of poor connection roads.

e. *Continuity of signing along exit ramp.* The motorist services information, shown on the specific information panels, shall be repeated on the signs located along the interchange ramp or at the ramp terminal where the service installations are not visible from the ramp terminal. In addition, appropriate trailblazer assemblies or direction information panels may also be provided along the crossroad, as required, to adequately direct motorists to the respective service facilities. These signs shall be the same in shape, color, and message as those shown on the specific information panels, together with an arrow showing the directions for the different services and, where needed, the mileage to the service installation. Normally, this signing will not be necessary at double-exit interchanges. The legends or symbols on these signs shall be smaller (minimum 4-inch letter height, except that any legend on a symbol shall be in proportion of the size of the symbol) than those shown on the specific information panels.

f. *General motorist service signs.* There is no need for a general motorist service sign to confirm the specific information panels erected for any of the four services. A general motorist service sign carrying any of the legends not contained on the specific information panels and also

WOODBURN
Pop. 4,800
Elliott Prairie
Elliott Oaklawn
MORRIS BRIDGE
KILLIN BRIDGE
BELLS PASSI CEM
SOUTHERN
PUDDING RIVER
S.P. CO.
Butte
Drescher Ct.
6.8
5
214
McKEE SCH.
SACRED HEART CEM
MASONIC CEM.
Zollner
MONITOR
Bocksler
SIMMONS CEM.
Butte
PARKERSVILLE SCH.
EVERGREEN 9 GOLF COURSE
JOHN F. KENNEDY HIGH SCH.
MT. ANGEL
Pop. 1,857
TRINITY LUTHERAN CEM
ST BENEDICTS ABBEY
Mt. Angel
el. 485
Walker Ditch
Ditch River
Kraus Ct.
Downs
River
GALLONHOUSE BRIDGE
Abiqua
Rocky Four Corners
Webb
Evans
L.
7
5.5
SILVERTON
Pop. 4,050
VALLEY VIEW CEM.
BETHANY CEM.
BETHANY SCH.
Silver Creek
Lowell
SIGNING MAP PLAN FOR
CDLEGID CESAR CHAVEZ

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR 97310

October 8, 1975

FILE:

FROM: Dwayne Hofstetter
Investigations Engineer

SUBJECT: Signing
Cesar Chavez College
Mt. Angel

TO: ~~Memo to File~~

NOTED
R.D. TRYGSTAD

As requested yesterday I went to Mt. Angel to discuss signing to the College with Mr. Sonny Montez. Mr. Montez was not at the College so a card was left and the receptionist said she would have him call either me or Mr. George.

On the way to Mt. Angel and back the signing to Mt. Angel was checked. Due to the construction work there was no signing to Mt. Angel on I-5 in the northbound direction. In the southbound direction the old breakpoint sign which will be removed was still in place with the destinations Woodburn, Mt. Angel, and Silverton. The contract plans indicate that Mt. Angel will be signed along with information center in advance of the Woodburn interchange in both directions on I-5.

It was also noted in Mt. Angel at the intersection where the old highway leaves ORE214 there is a guide sign with the legend "MT. ANGEL COLLEGE" and an arrow directing traffic onto the old highway to the college. The college location is designated by a sign apparently installed by the college with the legend "COLEGIO CESAR CHAVEZ".

Dwayne Hofstetter
Investigations Engineer

DKH:cr
cc: F. B. Klaboe - ✓
- Mr. George will contact Mr. Montez to discuss signing on Friday.

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
OCT 8 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

.7866

13

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 23, 1975

First National Bank of Oregon
Salem Main Branch
280 Liberty NE
Salem, OR 97301

Re: Gordon H. Ball
Contract 7866

We have received your Safekeeping Receipt 26479, covering Certificate of Deposit 260817 in the amount of $65,000, to be used in lieu of retainage on our contract 7866 with Gordon H. Ball. These funds should not be released to the contractor except upon written notice from the Highway Division. We have notified the State Treasurer to release TCD 260776, $65,000, Safekeeping Receipt 2004. The amount on deposit in lieu of retainage on this contract remains the same.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: Gordon H. Ball

bc: C. W. Head
J. Bond
R. Church
C. Barrett

Form 81-734-3122

FIRST NATIONAL BANK OF OREGON

TIME CERTIFICATE OF DEPOSIT

BRANCH: Salem Main
CITY : Salem, Oregon
DATE : Oct. 22, 1975

NO. 260817

THIS BANK HAS ACCEPTED FOR DEPOSIT NOT SUBJECT TO CHECK

FIVE 65000 AND 00 CTS $65,000.00

DOLLARS

PAYABLE TO THE ORDER OF - Wells Fargo Bank, escrow agent, UTC #G-714 ---------- IN CURRENT FUNDS ON Nov. 21, 1975 (RETURN DATE) WITH INTEREST AT THE RATE OF -5.00- PER CENT PER ANNUM ON THE RETURN OF THIS CERTIFICATE PROPERLY ENDORSED. NO INTEREST AFTER MATURITY.

AUTHORIZED SIGNATURE

B-143 3-74

RECEIVED
OCT 22 1975
Contract Acctg.

FIRST NATIONAL BANK OF OREGON

SAFEKEEPING DEPARTMENT 32 26479

☐ DEPOSITED AND PLEDGED. The securities listed are deposited by depositary bank to secure the repayment of funds deposited with

% by

and are to be held, released, surrendered and delivered in the manner prescribed by the laws of the State of Oregon with reference thereto. The custodian bank shall give the said securities only the care ordinarily given to special deposits of this character.

☒ DEPOSITED. The securities listed are to be held in safekeeping and delivered upon proper receipt therefor from the owner or the authorized representative of the owner. The income from said securities shall be disposed of as indicated. The bank shall give the said securities only the care ordinarily given to special deposits of this character.

Sign here for release to Gordon H Ball, Inc.

X _____
AUTHORIZED SIGNATURE

NOT NEGOTIABLE: THIS RECEIPT MUST BE PRESENTED WHEN SAFEKEEPING SECURITIES ARE WITHDRAWN.

SECURITY NO.	ACCOUNT NO.	TAX CLASS	KEYPUNCH ONLY
			1

NAME Gordon H. Ball, Inc. TCD# 260817

DATE 10-22-75

NO VAULT

UNIT SHARES FACE VALUE
$ 65,000.00

DISPOSITION OF INCOME

PREPARED BY GVan

APPROVED BY

SECURITIES REC'D. BY

Description- pbls to Wells Fargo Bank escrow agent, UTC # C-714, 5.00% due date Nov. 21, 1975.

Release only upon written authorization from Oregon State Highway Div.

ENTRY AMOUNT

26479

DEPOSIT ADVICE

OCR DOCUMENT

29100046

7866

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

October 17, 1975

First National Bank
Salem Main Branch
280 Liberty NE
Salem, OR 97301

Re: Gordon H. Ball
Contract 7866

We have received your Collateral Receipt 104452, covering Certificate of Deposit 260811 in the amount of $32,000, to be used in lieu of retainage on our Contract 7866 with Gordon H. Ball. These funds should not be released to the contractor except upon written notice from the Highway Division.

Vernon E. Skoog
Controller

By

Janice Peterson
Contract Payments Executive

JP:pl

cc: Gordon H. Ball

bc: C. W. Head R. Church
J. Bond C. Barrett

NOTED
C. W. HEAD

Form 81-734-3122

FIRST NATIONAL BANK OF OREGON

TIME CERTIFICATE OF DEPOSIT

BRANCH: Salem Main NO. 260811

CITY : Salem

DATE : October 15, 1975

THIS BANK HAS ACCEPTED FOR DEPOSIT NOT SUBJECT TO CHECK $ 32,000.00* *

FNB 32000 AND 00 CTS DOLLARS

PAYABLE TO THE ORDER OF * * * Wells Fargo Bank, escrow agent, E#C-714 contr. # 7866* * IN CURRENT

FUNDS ON 30 day revolving (MATURITY DATE) WITH INTEREST AT THE RATE OF .00 PER CENT PER ANNUM ON THE RETURN OF

THIS CERTIFICATE PROPERLY ENDORSED. NO INTEREST AFTER MATURITY.

AUTHORIZED SIGNATURE

B-049 9-74

RECEIVED
OCT 16 1975
Contract Acctg.

COLLATERAL RECEIPT: NON NEGOTIABLE

№ 104452

DEPOSITED BY Highway Division-State of Oregon 10-15- 1975

THE FOLLOWING DESCRIBED SECURITIES WITH UNMATURED COUPONS ATTACHED, EXCEPT AS NOTED

DESCRIPTION OF ISSUE	LINE	BOND OR CERTIFICATE NUMBERS	SHARES OR PAR VALUE DEPOSITED
TCD# 260811 .00%int. 30 day revolving.Payable to the	1		$32,000.00
order of -Wells Fargo Bank, escrow agent, E#G-714,	2		
contract#7866. Dated 10-15-75. For Gordon H. Ball, Inc.	3		
These funds will be surrendered to Gordon H. Ball, Inc.	4		
only after receiving written authorization from the	5		
the Highway Div. of the State of Oregon.	6		
	7		
	8		

INSTRUCTIONS FOR RETURN OF COLLATERAL AND DISPOSITION OF COUPONS

Salem Main BRANCH (No 002)

FIRST NATIONAL BANK OF OREGON

BY [signature]

BY [signature]

N-170 4-73 ORIGINAL

#7866

45

Gordon H. Ball, Inc.

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
OCT 20 '75
REFER TO
Dallas
FOR
Info | Inves | R/D | D/R | Sign | Ret | File

cy Coultas
machine
Treasury
Files
10-20-75

October 15, 1975

Mrs. Clara E. O'Donnell
5131 S. W. 38th Place, #11
Portland, Oregon 97221

Re: Our File: 513-74281
Damages to your vehicle
Date/Loss: September 2, 1975

Dear Mrs. O'Donnell:

Your letter of September 21, 1975 addressed to the Oregon State Highway Department has been referred to us for handling as we are the contractor on the Woodburn-Hayesville Highway Contract.

While you may have incurred damages due to an obstruction from the road striking your vehicle we are unable to confirm this as you apparently failed to stop at the scene of the accident and report it to anyone. We, therefore, must respectfully suggest you refer this matter over to your own insurer for their handling.

traced in lot 3-2 O'Donnell

Sincerely,

Houston Knox
Insurance Manager

[redacted]

cc: State of Oregon
Project 513
Jay Row

E S H

624-1089

OREGON STATE HIGHWAY DIVISION

Salem, Oregon
October 3, 1975

Gordon H. Ball, Inc.
P.O. Box 513
Salem, Ore 97308

Woodburn Int.-Hayesville
Inter. Section
Pacific Highway - Marion County
Contract #7866
Claim for Damage to Car by Tarry
Slab in Construction Area, Clara E. O'Donnell

Attn: Virgle Barnett

Dear Virgle:

I am forwarding herewith a letter and a repair bill from Clara E. O'Donnell which was received by the maintenance department, Oregon State Highway Division.

Clara O'Donnell states that her car was damaged on September 2, 1975, near Woodburn, by being struck with a tarry appearing slab.

Will you please have your insurance representative contact Ms. O'Donnell as soon as possible and resolve this claim.

Also please advise this office by letter when the matter has been properly taken care of.

Very truly yours,

E. J. Hall
Project Engineer

cc: C. O. Fredrickson

cc: Coulter
Sollis

DEPARTMENT OF JUSTICE

Memorandum

TO: Scott Coulter

FROM: Jack Sorris

DATE:

NOTED
H. S. COULTER

SUBJECT: Claim for damage to car by tarry slab in construction area.

Attached please find a letter and repair bill from Clara E. O'Donnell.

I would suggest that this be processed through channels to the contractor and that they be requested to have their insurance agent contact Ms. O'Donnell as quickly as possible so that this matter be settled. I would suggest that all information including the repair bill be forwarded to the contractor.

JLS:ib

Attachments

cc: Clara E. O'Donnell

9-30-75

Refer to Fredrickson

By H.S. Coulter ..... cy Kenney

TAA cy HSC

Due Date 10-13-75

September 21, 1975

Oregon State Highway Dept.
Maintenance Dept.
Salem, Oregon

Dear Sir:

A repair bill of $73.54 prompts me to complain about housekeeping at construction area on Freeway - Interstate 5 - in vicinity of Woodburn.

Near noon on 9/2/75 , approaching area and noticed what appeared as large tarry slabs being tossed from overpass to roadside in opposite lane of traffic. I saw nothing lying in my traffic lane, other than car on my right, when suddenly a tarry appearing slab struck front of my car, bounced on radiator and struck windshield with considerable force. Unaware of my car's grill being molded plastic and noting no dent on radiator or crack in windshield, proceeded home without stopping, and then found large chunk of grill broken out in front of radiator, with black streaks of debris visible.

I would appreciate relay of this information and billing, with response expected, from responsible department or Contractor.

Thank you,

Clara E. O'Donnell

Clara E. O'Donnell
5131 S.W. 38th Place, # 11
Portland, Oregon 97221

RECEIVED
SEP 29 1975
LEGAL

MAINTENANCE ENGINEER
RECEIVED
SEP 29 1975
ME AME OE AG
BME BS AA FILE TA

IMPERIAL

PHONE 222-1801
PORTLAND, OREGON 97209

52607

NAME C.F. Churchill DATE 9-11-25

ADDRESS 3731 SW 38th

CITY PHONE RES. 244 0964 BUS.

YEAR 71 MAKE Dat MODEL Scout

LICENSE NO. SPEEDOMETER 54700 SERIAL OR ID. NO. VH23WR64578 WRITTEN BY Van Nuys

INSURANCE COMPANY

ADDRESS CUSTOMER PAYS → 73.54

ADJUSTOR INS. CO. PAYS →

OPER. NO.	INSTRUCTIONS	LABOR
19	Dyface Bumper	9.60
	Wait.	

SUBLET REPAIRS

TOTAL

REPAIR ORDER No. 52607 CUSTOMER NO. 7 KEY I

I hereby authorize the repair work herein set forth to be done along with the necessary material and agree that you are not responsible for loss or damage to vehicle or articles left in vehicle in case of fire, theft or any other cause beyond your control or for any delays caused by unavailability of parts or delays in parts shipments by the supplier or transporter. I hereby grant you and/or your employees permission to operate the vehicle herein described on streets, highways or elsewhere for the purpose of testing and/or inspection. An express mechanic's lien is hereby acknowledged on above vehicle to secure the amount of repairs thereto.

X

SECURE RELEASE FOR

INVOICE TO

ADDRESS

INTERNAL SALES

KEY	ACC'T NO.	SALE	KEY
C	460A		−
C	464A		−
C	465A		−
C	475A		−
C			−
C			−
POLICY SERVICE NEW VEHICLES	304:		+
POL. & WARR. SERV USED VEHICLES	324:		+
PVLICY ADJ. SERVICE	346:		+
			+

PARTS AND SERVICE SALES

	KEY	ACC'T NO.	SALE	KEY
LABOR BODY & PAINT	C	460A	9.60	−
SUBLET WORK B&P	C	464A		−
SHOP MATERIALS	C	465A		−
PTS. & ACC. B & P	C	480A	63.94	−
	C			−
	C			−
	C			−
TAX		215B		−
SOURCE 30 101 CHARGE SALE		110:		+
SOURCE 32 101 CASH SALE		117:	73.54	+

FORM 9064-PP-CW

II 7866

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 13, 1975

FILE:

NOTED
E. S. HUNTER

FROM: C. T. Keasey
Construction Engineer

TO: L. W. Rullien
Project Management Engineer

SUBJECT: Proposed Recycled Asphalt Concrete Project
Four Corners-West City Limits
Woodburn
Hillsboro-Silverton Highway
FAS 102

During the stage construction for the C.R.P.C.C. pavement on the Woodburn Int.-Hayesville Int. Section of I-5 north of Salem, it was necessary to construct extra width asphalt concrete pavement on the outside of the existing pavement, both north and southbound, for nearly the entire 13 miles of this project in order to maintain two lanes of traffic in each direction.

Some of this extra width paving fell outside of the final template for the new construction and removal was of course necessary to complete the project to a true section. The project specifications called for the removal and disposal of this material in a manner "not unsatisfactory to the engineer."

In the past, this has in nearly all cases meant digging a hole and burying or hiding it in some other manner. The quantity of material involved in this case, however, (48,000-50,000 tons) made this usual procedure undesirable if there was a means of reusing it in some manner as surfacing material.

Last spring, we were made aware of a patented process developed by the Las Vegas Paving Company, Las Vegas, Nevada, for recycling old asphalt concrete pavement, blending in a rejuvenating agent and adding a small amount of new asphalt to produce a "like new" asphalt concrete product. The process is apparently quite successful using old, dry, brittle A.C. material and we believe that relatively new material can be handled through this type of mixing plant.

From information we gathered on a brief trip to Las Vegas to observe the process, it appears that the cost of preparing this recycled A.C. material compares fairly closely with the preparation of new material. The savings involved consist mainly of the conservation of aggregates and asphalt.

Sufficient interest in this proposal was developed so that instead of wasting the material from the removed extra widening, it has been stockpiled at our St. Louis borrow site located about 3-4 miles southwest of Woodburn in a location easily accessible to the Four Corners-Woodburn project, with the hope that an experimental project can be developed to determine the feasibility of using this process at other locations.

RECEIVED STATE HWY ENGR
OCT 13 '75
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

A quick run-through of construction projects let over the last year indicates that approximately 40,000 tons of old A.C. material was buried or torn up and used as embankment material throughout the State. If some of this material can be stockpiled in some central locations and recycled as new asphalt concrete, it could, over a period of years, contribute very substantially to the conservation of energy and materials.

Additional information regarding the salvaged stockpiled A.C. is given in the attached report from Resident Engineer E. J. Hall.

Your assistance in requesting an experimental project in cooperation with F.H.W.A. using this material as surfacing is solicited.

CTK:fr

Att.

cc: E. S. Hunter
H. S. Coulter

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

October 6, 1975

FILE:

FROM: L. E. George
Traffic Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Sign Revisions
Woodburn Int.-Hayesville Int. Section
Pacific Highway
Contract #7866

On September 29 a meeting was held in my office with representatives from Region II, FHWA and the Traffic Section regarding signing installations on the above named section. The purpose of the meeting was to discuss the advance signing for the southbound off-ramp at Hayesville Interchange that was designed to incorporate signing for the I-305 interchange near Chemawa Road. Instead of designing and constructing protection devices for several overhead sign structures it was decided to remove them and cover what footing are in place for future use in the event the Salem spur is constructed.

The attached prints show the revisions that are required as a result of that meeting. We have worked very closely with the Region and George Vaughn of the Bridge Section to verify that all revisions shown are possible and workable.

Will you please make the necessary plan changes and submit revised prints to the proper section to have the work accomplished. Due to the schedule of construction on this project, the plan revisions should be expedited.

If additional information is desired, please feel free to contact me.

L. E. George
Traffic Engineer

ELS:rj
Attachments
cc: C. O. Fredrickson w/Att.
Glenn Hossner
Scott Coulter
Walter Hart

NOTED
G. J. BALLARD

RECEIVED
OCT 8 1975
BRIDGE SECTION

NOTED
L. L. WALLACE

NOTED
W. J. HART

7866

BC: C. W. Head
J. Bond
R. Church
C. Barrett

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 9, 1975

U. S. National Bank
PO Box 4412
Portland, OR 97208

Attention: E. F. Koch

Re: Donald M. Drake, Contract 7937
Gordon H. Ball, Contract 7866

We received a copy of your Safekeeping Receipt 204914, covering TCD 4 201753, $209,000, to be used as deposits in lieu of retainage on our contracts 7866 and 7937. The distribution of the $209,000 and the distribution of TCD 4 163661, $169,000, returned by the State Treasurer between the two contracts are as follows:

Contract	Current TCD	Matured TCD	Net Increase
7866	$ 38,000	$ 38,000	0
7937	171,000	131,000	$40,000
TOTAL	$209,000	$169,000	$40,000

Vernon E. Skoog
Controller

By

Janice Peterson
Contract Payments Executive

JP:pl

cc: Donald M. Drake

NOTED
C. W. HEAD

Form 81-734-3122

CUSTOMER COPY

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 204914

DATE 10/2/75

DISPOSITION OF PROCEEDS
- [X] CR. CKNG. Acc't 113-340
- [ ] CR. SVNG. Acct't
- [ ] Remit

DEPOSITED BY: Time Deposit Dept.

For The Account of
DONALD M. DRAKE COMPANY
1740 N. W. Flanders Street
Portland, Oregon 97209

Assigned to Oregon State Highway Division

$209,000.00	USNB of Oregon Nonnegotiable Time C/D	6.125%
	Dated 10/2/75 Due 11/3/75	CUSIP
	Interest Payable At Maturity	
	Cert. #4 201753 @ 209M; a/o Donald M. Drake Co. & State of Oregon 7866 & 7937	

M. Schuening

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-2603 4/74 ENV. 21 - 280 HEAD OFFICE PORTLAND

7866

1/3

STATE OF OREGON

INTEROFFICE MEMO

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: 9-30-75

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Gordon H. Ball
Contract 7866

TCD No. 260776, in the amount of $65,000.00, has been deposited in lieu of retainage on contract 7866. (Safekeeping Receipt 2004).

This replaces TCD No. 260735, which has matured. (Safekeeping Receipt 1625). The amount on deposit remains the same.

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

81-125-1387

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 2004

SAFEKEEPING RECEIPT

Received for Account of Gordon H. Ball, Inc.

Address P. O. Box 278, Danville, California 94526

Date September 23, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit dated 9/22/75 due 10/22/75 1st National Bank of Oregon, Salem Branch Wells Fargo Bank, Escrow Agent UTC #G-7114	#260776	1	65,000				$ 65,000.00 $ 65,000.00

RECEIVED
SEP 25 1975
Control Acct.

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7866

Authority ORS 279.375

Countersigned by Emily Robb Deputy Cashier

SPECIAL INSTRUCTIONS

Frank Ladden
State Treasurer

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

September 23, 1975

Gordon H. Ball, Inc.
P. O. Box 278
Danville, California 94526

Attention Jay Row

Gentlemen:

Enclosed please find State Treasury Department Safekeeping Receipt No. 2004, dated September 23, 1975, in the amount of $65,000.00 covering Time Certificate of Deposit No. 260776, drawn on First National Bank of Oregon, Salem Branch.

We have credited Highway Contract No. 7866.

This will cancel Safekeeping Receipt No. 1625.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosure

cc: State Highway Divsn., Attn: Dick Hacek

COPY

7866

CON

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

September 24, 1975

U. S. National Bank of Oregon
Ladd & Bush Branch
Salem, OR 97308

Re: Contracts 7866 & 7937

We have received your Safekeeping Receipt 204783, covering Certificate of Deposit 199142 in the amount of $341,000, to be used in lieu of retainage on our Contracts 7866 ($101,000) and 7937 ($240,000). These funds should not be released ~~to the contractor except~~ upon written notice from the Highway Division.

The State Treasurer has released TCD 163640 ($321,000, Safekeeping Receipts 1623 and 1624) and Rainier RFPD bonds 1/4 ($20,000, Safekeeping Receipt 1395). There is no change in the amount on deposit on these contracts.

Vernon E. Skoog
Controller

By

R. J. Hacek
Accounting Systems Officer

JP:pl

cc: Donald M. Drake Co.
Oregon State Treasurer

bc: ~~C. W. Head~~ R. Church
John Bond C. Barrett

NOTED
C. W. HEAD

Form 81-734-3122

CUSTOMER COPY

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 204783

DATE 9/19/75

For The Account of Donald M. Drake Company
1740 N.W. Flanders
Portland, Oregon 97209
c/o Dick Halcak

DISPOSITION OF PROCEEDS
- [X] CR. CKNG. Acc't 113-340
- [ ] CR. SVNG. Acct't
- [ ] Remit

DEPOSITED BY: Time Deposit

$341,000.00	USNB of Oregon Nonnegotiable Time C/D 7.125%
	Dated 9/19/75 Due 1/2/76
	Interest At Maturity
	Cert # 4 199142 @ 341M; N/O Donald M. Drake Co. & State of Oregon 7866 & 7937

CUSIP

D. Hickerson

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-2499 4/74 ENV. 31 - 339 HEAD OFFICE PORTLAND

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

September 19, 1975

Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Attention Donald B. Kane

Gentlemen:

Enclosed please find the following described bonds:

$20,000.00 Rainier Rural Fire Protection District G.O. Bonds — #1/4 @ $5,000.00 each

Dated 10/1/74 - Due 10/1/75 - 8% interest

The return of these securities cancels State Treasurer's Safekeeping Receipt No. 1395 in the name of Gordon H. Ball, Inc., Contract 7866.

The Release of Time Certificate No. A 163640 due 9/19/75 cancels State Treasurer's Safekeeping Receipt No. 1623, $240,000.00 Donald M. Drake Co. (Contract No. 7937) and Safekeeping Receipt No. 1624, $31,000.00 Gordon H. Ball, Inc. (Contract No. 7866.

Enclosed is our invoice in the amount of $7.35 to cover cost of forwarding Bearer Bonds.

Kindly acknowledge receipt of bonds by signing and returning the copy of this letter.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: State Highway Division: Attn. Dick Hacek
cc: Gordon H. Ball, Inc.

COPY

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

September 19, 1975

Ladd & Bush-Salem Branch
United States National Bank of Oregon
Salem, Oregon 97308

Attention P.S. Chambers

Gentlemen:

Enclosed please find Time Certificate of Deposit No. 4 163640 dated August 20, 1975, due September 19, 1975, in the amount of $321,000.00 which has been endorsed by the State of Oregon.

Credit Donald M. Drake Co.

Please acknowledge receipt of the maturing TCD by signing and returning the copy of this letter.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: Donald M. Drake Company
cc: State Highway Division, Dick Hacek

COPY

DONALD M. DRAKE COMPANY
1140 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS / DEVELOPERS
AC 503 228-3981

September 17, 1975

Treasury Department
State of Oregon
Salem, Oregon 97310

Ms. Emily Rohde

Dear Ms. Rohde:

We will place in safekeeping on September 17, 1975, a $341,000 certificate of deposit drown on the United States National Bank of Oregon. This deposit should be allocated as follows:

$101,000	Contract #7866	Woodburn-Hayesville
$240,000	Contract #7937	S. Tigard

Credit the $101,000 amount to the account of Gordon H. Ball Company, Inc. Please furnish me with safekeeping receipts at your convenience.

In addition, we would appreciate your returning to the bank the following certificate (please endorse the certificate) and municipal bonds:

	#7937	#7741	#7866
USNB TCD	$240,000	-0-	$81,000
Rainier Due 10-1-75	-0-	-0-	$20,000

Sincerely,

DONALD M. DRAKE COMPANY

Donald B. Kane
Vice president - Finance

DBK:fr
cc: Mr. Jerry C. Street, 5821 N. E. Glisan, Portland, Oregon 97213
Mr. C. E. Payton, P. O. Box 30, Salem, Oregon 97310
Mr. Maurice Payne, 12949 S. W. Pacific Hwy. Tigard, Oregon 97223
Highway Division, Attn: Janice Peterson, Salem, Oregon 97310
Highway Division, Construction Section, Salem, Oregon 97310
Gordon H. Ball Company, Inc. Box 897, Renton, Wa 98055

Let Emily know if not received by 9/22

7866

September 23, 1975

Kobin & Meyer
Attorneys at Law
Suite 800
610 S.W. Alder St.
Portland, OR 97205

Attn: John Spencer Stewart

Gentlemen:

As requested in your letter of September 19, we are attaching a certified copy of Contract No. 7866 awarded to Gordon H. Ball, Inc., for work on the Woodburn Interchange-Hayesville Interchange Section of the Pacific Highway in Marion County.

Very truly yours,

C. W. Read
COMMISSION SERVICE

ser
Att.

Ivan Wiemer
had an
copy for

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S.W. ALDER STREET
PORTLAND, OREGON 97205

AREA CODE 503
223-1107

NORMAN S. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
MARK SILVERSTEIN
LEO LEVENSON
OF COUNSEL

September 19, 1975

File
Please do-
cpc

Cecil Head, Secretary
Oregon State Highway Department
Highway Building
Salem, OR 97310

RE: Oregon State Highway Contract No. 7866 -
Woodburn-Hayesville Contract - Prime
Contractor - Gordon H. Ball

Dear Mr. Head:

On behalf of Northwest Protective Coatings, Inc. we request that you furnish this office with a true and complete copy of the prime contract and the bond or bonds posted by the prime contractor, Gordon H. Ball, in connection with the above project.

We understand that the sureties involved are Argonaut Insurance Company and American Insurance Company.

Thank you.

Very truly yours,

KOBIN & MEYER

John Spencer Stewart

JSS:dl

RECEIVED
SEP 23 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

7866

STATE OF OREGON
HIGHWAY DIVIISON

INTEROFFICE MEMO

TO: ~~C. W. Head~~ R. Church
J. Bond C. Barrett

DATE: September 18, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Gordon H. Ball
Contract 7866

TCD No. 260767, in the amount of $40,000, has been deposited in lieu of retainage on contract 7866. (Safekeeping Receipt 2001).

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

81-125.1387

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 2001

Received for Account of Gordon H. Ball Inc.
P. O. Box 278
Address Danville, California 94526

Date September 16, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit dated 9/12/75 30 day revolving 1st National Bank of Oregon Salem Branch Wells Fargo Bank, escrow agt UTC #6 714	#260767	1	40,000				$ 40,000.00 $ 40,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7866

Authority ORS 279.575

Countersigned by Emily Rohde Deputy Cashier

SPECIAL INSTRUCTIONS

James A. Redden
State Treasurer

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

September 16, 1975

Gordon H. Ball Inc.
P. O. Box 276
Danville, California 94526

Attention Jay Rov

Gentlemen:

Enclosed please find State Treasury Department Safekeeping Receipt No. 2001, dated September 16, 1975, in the amount of $40,000.00 covering Time Certificate of Deposit No. 260767 drawn on First National Bank of Oregon, Salem Branch.

We have credited State Highway Contract No. 7866.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosure

cc: State Highway Division; Attn. Dick Hacek

RECEIVED
SEP 17 19[illegible]5
HIGHWAY ACCOUNTING

COPY

#7866

Salem, Oregon

September 11, 1975

Jack Sellis
Assistant Attorney General

R. L. Schroeder
Assistant State Highway Engineer

987-S
96-H

File RW 43314 (L-6863) Dilger and Taylor
Woodburn Interchange - Hayesville Section
Pacific Interstate Highway

Tracer in Lft 3-2 Taylor

Approval is hereby given for you to negotiate with Mr. Taylor as outlined in your letter of September 9. I concur that you should discuss the situation with Mr. Boyd and Mr. Wimer prior to final release.

RLS:ab
cc F. B. Klaboe
E. S. Hunter
J. B. Boyd
Gerald Wimer

DEPARTMENT OF JUSTICE

Memorandum

TO: R.L. Schroeder
Assistant Highway Engineer

DATE: September 9, 1975

FROM: Jack L. Sollis Jack L. Sollis

SUBJECT: Assignment RLS 987
File RW 43314 (L-6863)
Dilger and Taylor
Woodburn Interchange - Hayesville Section
Pacific Interstate Highway

I met on the property on August 30, with E.J. Hall and Mr. Wimer and also Mr. Taylor. After discussing the complaints set forth in Mr. Taylor's letter of August 24, 1975, we came to the conclusion that the State did have some obligations to Mr. Taylor but not to the extent requested by him. The 8 items that Mr. Wimer has enumerated in his memo of September 3, 1975, should be done by the State and in addition to those 8 items I feel the State should possibly pay Mr. Taylor a nominal sum of $500 for his inconvenience.

The case was tried in the spring of this year and most of the erosion had taken place during the winter of 73-74 and a little bit more in the winter of 74-75.

Mr. Taylor has not asked that the silt deposit on his property be removed but merely that the fence be raised not only on his property, but on the right-of-way line and that a roadway damaged by the contractor be repaired and some mounds of silt left by the contractor be leveled out. The other items also seem reasonable.

In order to molify Mr. Taylor I would suggest a payment of $500.

Mr. Taylor's main complaint being the clogging of his culvert and the railroad's culvert on the westerly side of his property is not valid. In looking at the property on the field it was clear that Mr. Taylor's culvert has no more than 3 or 4 inches of silt in it, and from what we could see there was no silt from the sloughfing that was effecting the railroad culvert although it was quite effectively blocked by rocks that had slid down the railroad slope which is not the fault of the State. Also the elevations indicate that Mr. Taylor's road that was flooded by water is higher than our landhold inlet of the westerly side of the Salem Iron Works property. Mr. Taylor's drainage has to go through the Salem Iron Works property and from review in the field it would appear that their ditch has been filled by silt and the bottom of their ditch has probably been raised to the height or possibly higher than Mr. Taylor's road and I feel that that is probably the reason why his property was flooded. I could

NOTED
R. L. SCHROEDER

RECEIVED
SEP 9 1975
Office of
Assistant State Highway Engineer

find no indication that the Highway Division had any responsibility for the flooding of his property so they could not drive down from the public roadways on to the 3 or 4 acres of the property next to the freeway. Inasmuch as this was his main complaint and we were not responsible, I do not feel he has any compensation coming for this.

I will be glad to discuss this matter with Mr. Boyd and Mr. Wimer prior to proposing a release to Mr. Taylor for all claims for damages in consideration of the Highway Division seeing that the 8 items listed in Mr. Wimer's letter are completed and a payment of $500.

bn
cc: J.B. Boyd
Gerald Wimer

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

September 3, 1975

Salem, Oregon

FILE:

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

TO: Robert L. Schroeder
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT: Assignment RLS 987
RW File 43314
Dilger and Taylor
Woodburn Interchange -
Hayesville Section
Pacific Interstate Highway

Assistant Attorney General Jack Sollis, Resident Engineer E. J. Hall, and I met with Ralph Taylor Friday, August 30 in keeping with Mr. Taylor's recent letter requesting a meeting by that date. He was concerned about the effects of our current construction on his remaining property easterly of the subject section southerly of the SPRR tracks.

Most of the erosion that has silted onto his property occurred in the winter of 1973-4 and was possibly considered in the judgment issued April 21, 1975 under Circuit Court Case No. 78600, our legal file L-6863.

The five conditions cited in Mr. Taylor's letter are reviewed item by item by Mr. Hall in the attachment to this report. Also attached is a set of photographs and a sketch map.

The southerly portion of the present Dilger-Taylor property was sold to them by the Highway Division under Right of Way File 21179 and it reserved us certain rights for slides. However, we should be reasonable in application.

It was Mr. Sollis' opinion that we should do the eight items listed on the attachment of "Things To Be Done To Resolve The Ralph Taylor Complaint - Assignment RLS-987." Mr. Sollis also thought he might need to pay token damages for loss of use of the property for the intervening period of time. Mr. Taylor was informally asking for $5,000.

Mr. Sollis didn't think a further response to Mr. Taylor was necessary. However, this office would prefer to have something in writing from Mr. Taylor. It need be no more than his signature on a letter. That letter should really be prepared by Mr. Sollis and by a copy of this letter he is requested to do so.

Discussed with Jack Sollis 9/4/75. He is preparing a release for signature by Mr. Taylor.

GWW/dea
Attach.
cc: Jack Sollis w/attach.except photos
C. T. Keasey w/attach.except photos
E. J. Hall w/attach.except photos

RECEIVED
SEP 4 1975
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

THINGS TO BE DONE TO RESOLVE THE RALPH TAYLOR COMPLAINT

RW File 43314
Dilger and Taylor
Woodburn Interchange-Hayesville Section
Pacific Interstate Highway

1. Raise and reinstall right of way fence at present ground level.

2. Level mounds of silt on area next to channel and southerly of owners cross fence and reseed.

3. Install 10 lineal feet of 15" culvert at owners cross fence, 5' each side of the fence. The culvert is to be installed in the existing channel.

4. Smooth up road on owners property used by contractor.

5. Raise and reinstall at present ground level the owners cross fence.

6. Deepen channel from State culvert to owners cross fence, if needed.

7. State right of way fence to run back of the culvert headwall.

8. Run elevations on State culvert, railroad culvert and owners culvert. Contact railroad about cleaning culvert.

RALPH TAYLOR LETTER RECEIVED 8-26-75

Item 1. Small amount of silt did drain into pasture or hay land, winter of 1973-74. Actual area covered unknown but we estimate less than ½ acre.

Item 2. About 250 lin. ft. of new fencing partially burried by silt. Fence will either be restored by excavating and removing silt or replacing fence at higher elevation. This to be done before contract completed.

Item 3. A small pond on subject property was partially filled with silt.

Item 4. Silt was deposited at the outlet of 36" pipe, causing flooding upstream. Contractor was told to clean section of stream to open up pipe. He brought his equipment into the area over subject property without knowledge or consent of Highway Division. Same ditch was opened up at least two more times but equipment was moved into the area on State R/W.

Item 5. Considerable silting of the stream bed occurred winter of 1973-74. Contractor only cleaned out channel downstream as far as entrance to subject pond. This permitted good flow from 36" pipe.

Woodburn Int.-Hayesville Int.
Pacific Highway
Marion County- Contract 7866
Prefix 624-1089

View of erosion adjacent to and onto the F & R DILGER & RALPH TAYLOR PROPERTY.
R/W File #43314.

#1.

View of Silt on Parcel
Adjacent To end of culvert.

Woodburn Int
Pacific High
Marion Count
Prefi

to
&

Pkg A.

#4 1-8-74 P.M.

Looking down fill slope at Sandbag head Wall on 36" CMP. Sta. 1849.

Creek frozen Solid.

Woodburn Int
Pacific High
Marion Count
Prefi

Woodburn - Hayesville

Pkg. A.

#4 1-8-74 P.M.

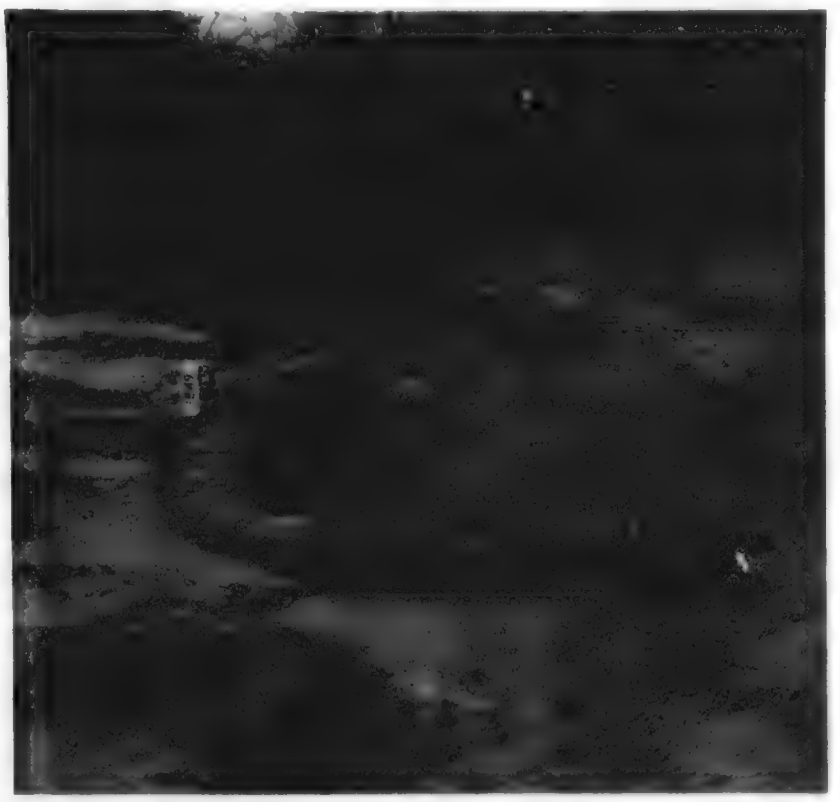
#5 1-8-74 P.M.

Standing on the ice looking
At end 36" Culv. at Sta. 1849

Woodburn - Hayesville

PKG A.

Woodburn In
Pacific Hig
Marion Coun
Pref



[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

#4 1-8-74 P.M.

#5 1-8-74 P.M.

#7 1-8-74 P.M.

Looking downstream at end 36" Culv. Sta 1849.

Creek frozen Solid.

Woodburn - Hayesville

PKG A.

P.M.

#5 1-8-74 P.M.

#7 1-8-74 P.M.

#8

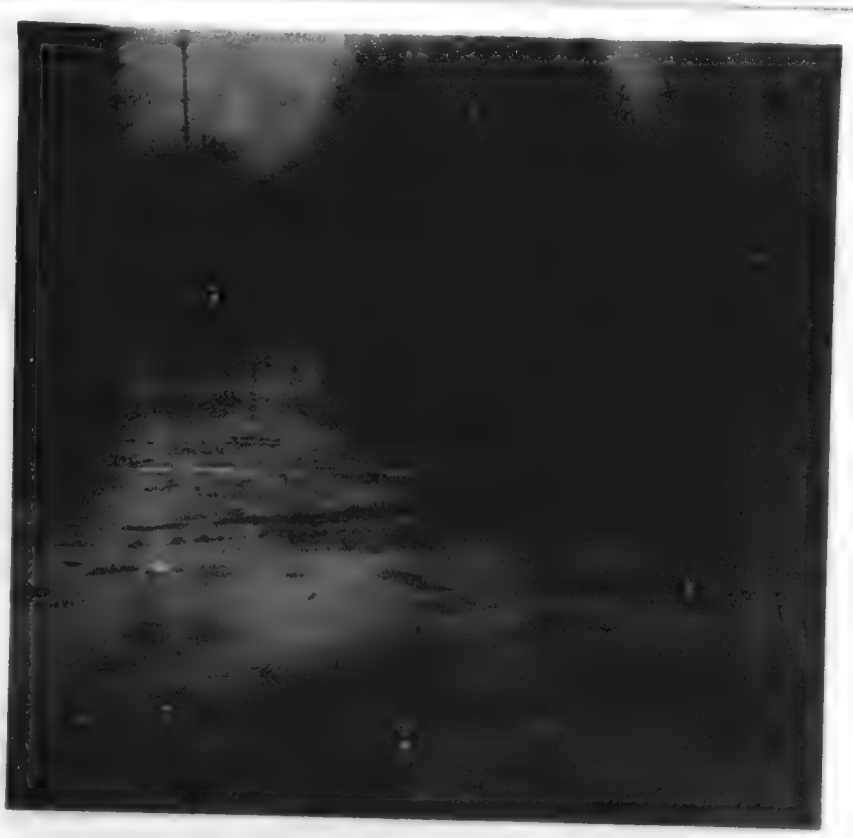
12-14-73 Afternoon

Fill NB just South of SPRR Oxing.

Shows fill erosion and silt at toe.

36" culv. is plugged. Jim Buettner and R. Jenkins Probing for end of Pipe.

Pkg B.



P.M.

#5	1-8-74	P.M.
#7	1-8-74	P.M.
		#8
12-14-73	Afternoon	
12-14-73	P.M.	#9

Shows erosion at Toe of fill on East side at Sta. 1849.

The Silt is 3 feet deep.

Fig B.

Woodburn In
Pacific Hi
Marion Cou
Pre

P.M.

#5	1-8-74	P.M.	
#7	1-8-74	P.M.	
			#8
12-14-73	Afternoon		
12-14-73	P.M.		#9
12-14-73	P.M.		#10

Looking South along fill on East Side - I was standing immediately South of SPRR at about Sta. 1847
Shows fill erosion.

Pkg B.

Woodburn I
Pacific Hi
Marion Cou
Pre

#5	1-8-74	P.M.
#7	1-8-74	P.M.
		#8
12-14-73	Afternoon	
12-14-73	P.M.	#9
12-14-73	P.M.	#10
#11.	1-8-74	P.M.

Standing About Sta 1849
looking North At East fill Slope.

Pkg 4.

Woodburn I
Pacific Hi
Marion Cou
Pre

#5	1-8-74	P.M.
#7	1-8-74	P.M.
12-14-73	Afternoon	#8
12-14-73	P.M.	#9
12-14-73	P.M.	#10
#11.	1-8-74	P.M.
#12	1-8-74	P.M.

Looking down Slope at 36" pipe
East Side fill at Sta 1849.

Creek Frozen Solid.

PWB A.

BREWSTER ADDITION

N

W. R. DAVISSON
407-607

S.P.R.R. Co.

NEW EASEMENTS AFFECTING RR PROPERTY

SEE IR-4-373 FILE 43318 FOR

400' Spiral
S = 3°12'
e = 0.4

UNDERGROUND TELE. CABLE

R/W
L.E. 1840+23.91 P.C.S.

R/W
L.E. 1844+23.91 P.T.

1845+03.30 P.O.T. C.R.R.

F & R. Dilger et al
554-30

SEE IR-4-373 FOR RR ENCH.

Ralph To
409-46

21179 (2)
Sold to Felix L. Dilger
409-466
RA

400

43315

2.642 Ac.

10 Ac ±
43314

(1) 21.179
Deed RW I.
460-66

1850

210'

54'

21064
Deed RW 18308
457-243
(R)

FD. STONE & PIPE - S.E. COR. RLC 55
N492,371.67
E4354,286.99

S 29° 17' E

179'

179'

21063 (2)

125'

95'

1240

43317
0.63 Ac.
Deed 705-406
RA

136'

136'

49° 43' 30"

160'

100'

21065
R/W 18309
457-160
RA

M.H. 15-2.47

190'

2.67 Ac. ±

DILGER & TAYLOR
R/W 43314
Woodburn Int. - Hayesville Sec.
Pacific Highway West
Marion County

BREWSTER ADDITION

W. R. DAVISSON
407-607

S.P.R.R. Co.

NEW EASEMENTS AFFECTING RR PROPERTY

UNDERGROUND TELE. CABLE

400' Spiral
S = 3° 12'
d = 0.4

R/W
L.E. 1840+23.91 P.C.S.

R/W
L.E. 1844+23.91 P.T.

1845+03.10 P.T.
E.R.R.

F & R. Dilger et al
554-30

SEE IR-4-373
FOR RR ENCH.

(OLD)

Ralph to
409-460

21179 (2)
Sold to Felix L. Dilger
439-466
RA

43315

2642

10 Ac ±
43314

21179 (1)
Deed R/W
460-66

1850

210'

54'

21064

FD. STONE & PIPE - S.E. COR. DLC 55
N492,371.67
E4354,286.59

17' E

BREWSTER ADDITION

(NOT GRADED)

S.P.R.R. Co.

W. R. DAVISSON
407-607

400' Spiral
S = 3° 12'
Δ = 0.4

NEW EASEMENTS AFFECTING RR PROPERTY

See IR-4-373 & File 4-331C Pipe

UNDERGROUND TELE. CABLE

R/W
L=E 1840+23.91 P.C.S.

R/W
L=E 1844+23.91 P.T.

Salem Steel & Supply Co.
667-356

110 Ac. ± Total

0.64 Ac. Total
44943

21062 (1)
Deed RW 4513
637-120

21063 (2)

125'

93°

165'

100'

179'

21064
Deed RW 13308
637-243

S 63° 17' E

FD. STONE & PIPE - S.
N492,371.67
E4354,286.59

S 29° 17' E

179'

27'

27'

L.P.

A31

190'

136'

136'

49°

21065
RW 14309
637-160

18

15-237

F.E.R. Dilger et al
554-30

SEE IR-4-373
FOR RR ENCH.

1005+03.30 P.C.
E RR

1000

995

50

54

DILGER & TAYLOR
R/W 43314
Woodburn Int. - Hayesville Sec
Pacific Highway West
Marion County

BREWSTER ADDITION

(NOT GRADED)

W. R. DAVISSON
407-607

S.P.R.R. Co.

400' Spiral
S = 3° 12'
L = 0.4

NEW EASEMENTS AFFECTING RR PROPERTY
SEE IR-4-373 FILE 43314 FOR

UNDERGROUND TELE CABLE

R/W
L=E 1840+23.91 P.C.S.

R/W
L=E 1824+23.91 P.T.

Salem Steel & Supply Co.
667-356

F.E.R. Dilger et al
554-30

10WS r 02°30' R.O.
E.R.R.

SEE IR-4-373
FOR RR ENCH.

935 Ant.

10 Ac ±
43314

FD. STONE & PIPE - S.E. COR.

21064

1296 Court st. N.E.
Salem, Oregon 97301

RECEIVED
STATE HWY ENGR
AUG 25 '75
REFER TO
Ed
FOR
Geo | Eng | Rd | Dir | Sec | Acct | Chf
 | ✓ | ✓ | | | | |

Region II - Asst
cy Sallie
8-26-75

Mr. Fred Klaboe
State Highway Dept.
State Highway Bldg.
Salem, Oregon ø 973ØD

Dear Mr. Klaboe,

Dr. F1L. Dilger and I are the owners of a tract on land on the North side of I*5 across from State Farm insurance at the Hayesville interchange. Our property borders I-5 for about one fourth mile from the tracks of the Southern Pacific eastward on the northside of the freeway. About an acre of our land was taken fn condemnation to widen the freeway. What I am writing about is the continuing trespass and damage being caused to the remainder of our land by sloughfing off and clogging of runoff water that has severely affected the value of our property. We have waited in vain all summer for some rectifieation of this situation. Now before another rainy season begins we either have to reach a financial settlement and assurance of the situation being alleviated by August [illegible] 1975, or we will be forced to turn it over to Geo. Rhoten for legal action. Please contact me at 364-9641 by that date so we can discuss the matter. Among our grievances are the following.

1. Our hay land has been damaged by worthless clay draining down upon the land.
2. Fences have been buried to the very tops by the clay.
3. A pond we had constructed has been completely filled in by the silt.
4. Equipment was brought in in wet weather over our road leaving ruts over a foot deep rendering the road unuasable for car traffic. This equipment dug a deep ditch on our land and did not even smooth out the mounds. The silt has also killed trees and left the land sterile.

5. The silt has been carried all the way to the railroad tracks. and not only filled our culverts but those under the railroad. This has caused water to back up over our road at least nine months out of the year rendering many acres of our land inaccesssble to vehicles. We have recently sold land not affected by your actions at from $13,000 to $15,000 an acre, but the water blockage has severely limited our ability to show and sell the remainder of the land and therefore greatly decreased its value unless the situation is promptly corrected.

I would like to go over this situation in more detail with you in person in hopes that a settlement can be reached without resort to a court action before August 30, 1975.

While I am often not at the number mentioned feel free to call me at any time. I will be awaiting your reply.

Ralph W. Taylor
1296 Court N.E.
Salem, Oregon 97301

RECEIVED
[illegible]

Yours Truly,

Ralph Taylor

Ralph Taylor

Copy to:
George Baldwin

NOTED
R. L. SCHROEDER

7866

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

9-10-75

TO: C. W. Head — R. Church
J. Bond — C. Barrett

DATE: September 20, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Donald M. Drake, Contracts 7741 & 7937
Gordon H. Ball, Contract 7866

TCD 4 163661, $169,000.00, has been deposited in lieu of retainage on Highway contracts replacing matured TCD 4 163602, $185,000 and City of Klamath Falls Bonds 726/735, $10,000.00. The replacement safekeeping receipts and cancelled safekeeping receipts are allocated to contracts as follows:

Contract	Contractor	Cancelled Receipt #	Amount	New Rec. # No.	Amount	Net Difference
7741	Drake	1604	$70,000	---	$ ---	($70,000.00)
7937	Drake	1603	96,000	---	---	---
7937	Drake	1398	10,000	1627	131,000	25,000.00
7866	Ball	1602	19,000	1628	38,000	25,000.00

Copies of the Safekeeping Receipts and transmittal letters to the contractor will be filed, in the contract files, in the Commission and Services office.

JP:pl

NOTED
C. W. Head

81-125-1987

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

September 4, 1975

Gordon H. Ball, Inc.
P. O. Box 278
Danville, California 94526

Attention Jay Row

Gentlemen:

Enclosed please find State Treasurer's Safekeeping Receipt No. 1628, dated September 2, 1975, in the amount of $38,000.00 covering part of Time Certificate of Deposit No. 4 163661 drawn on U.S. National Bank of Oregon, Ladd & Bush-Salem Branch.

We have credited Contract No. 7866.

Safekeeping Receipt No. 1602, $19,000.00 has been cancelled.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosure

cc: State Highway Division; Attn. Dick Hacek

RECEIVED
SEP 9 1975
Contract Acctg.

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1628

Received for Account of Gordon H. Ball Inc.
P. O. Box 278
Danville, California 94526

Address

Date September 2, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit dated 9/2/75 due 10/2/75 6.125% U.S. National Bank of Oregon Salem, Oregon	# 4 163661	part	169,000				$ 38,000.00
							$ 38,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7866

Authority ORS 279.375

Countersigned by Emily Rohde Deputy Cashier

SPECIAL INSTRUCTIONS

Frank Addleman
State Treasurer

RECEIVED
SEP 9 1975
Contract Acctg.

7866

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: August 26, 1975

FROM: R. J. Jacek
Accounting Systems Officer

SUBJECT: Gordon H. Ball
Contract 7866

TCD No. 260735, in the amount of $65,000.00, has been deposited in lieu of retainage on contract 7866. (Safekeeping Receipt 1625).

This replaces TCD No. 250687, (Safekeeping Receipt 1567) and TCD 260718 (Safekeeping Receipt 1609). The amount on deposit remains the same.

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

81-125-1307

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1625

Received for Account of Gordon H. Ball, Inc.

Address P. O. Box 897
Renton, Washington 98055

Date August 22, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit Dated 8/22/75 Due 9/22/75 5.00% 1st National Bank of Oregon, Salem Branch Wells Fargo Bank, Escrow agent UTC, #3-714	260735	1	65,000				$ 65,000.00
							$ 65,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7866

Authority ORS 279.375

Countersigned by Emily Rohde Deputy Cashier

SPECIAL INSTRUCTIONS

James A. Redden
State Treasurer

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

August 22, 1975

Gordon H. Ball, Inc.
P. O. Box 897
Renton, Washington 98055

Gentlemen:

Enclosed please find State Treasurer's Safekeeping Receipt No. 1625 dated August 22, 1975, in the amount of $65,000.00 covering Time Certificate of Deposit No. 260735 drawn on First National Bank of Oregon, Salem Branch.

We have credited Highway Contract #7866.

We have cancelled Safekeeping Receipts No. 1567, $30,000.00 and Safekeeping Receipt No. 1609, $35,000.00.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosure

cc: State Highway Division; Attn. Dick Hacek

COPY

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

August 22, 1975

First National Bank of Oregon
Salem Branch
P. O. Box 2049
Salem, Oregon 97308

Gentlemen:

Enclosed please find Time Certificate of Deposit No. 250687, dated May 15, 1975 in the amount of $30,000.00 and Time Certificate of Deposit No. 260718, dated August 13, 1975 in the amount of $35,000.00, both 30 day revolving certificates. These are to be exchanged for a new Certificate in the amount of $65,000.00

These are for account of Gordon H. Ball.

Kindly acknowledge receipt of the two above described TCDs by signing and returning the duplicate copy of this letter.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: Gordon H. Ball, Inc.
cc: State Highway Division; Attn. Dick Hacek

COPY

7866

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: August 25, 1975

FROM: JP for
R. J. Hacek
Accounting Systems Officer

SUBJECT: Donald M. Drake, Gordon H. Ball
Contracts 7741, 7866, 7937

TCD 163640, $321,000.00, has been deposited in lieu of retainage on Highway contracts, replacing matured TCD 163587, $335,000.00. The replacement safekeeping receipts and cancelled safekeeping receipts are allocated to contracts as follows:

Contract	Contractor	Cancelled Rect. #	Amount	New Rect. #	Amount	Net Difference
7741	Drake	1600	$ 14,000	---	---	$(14,000.00)
7937	Drake	1601	240,000	1623	$240,000	---
7866	Ball	1599	81,000	1624	81,000	---

Copies of the Safekeeping receipts and transmittal letters to the contractor will be filed, in the contract files, in the Commission and Staff Services office.

JP:pl

01-125-1387

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

August 22, 1975

Gordon H. Ball, Inc.
P. O. Box 897
Renton, Washington 98055

Gentlemen:

Enclosed is State Treasury Department Safekeeping Receipt No. 1624 dated 8/20/75 in the amount of $81,000.00 covering Time Certificate of Deposit No. 4 163640 with U.S. National Bank of Oregon, Salem Branch.

We have credited State Highway Contract No. 7866.

Safekeeping Receipt No. 1599 in the amount of $81,000.00 has been cancelled.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosure

cc: State Highway Division; Attn. Dick Hacek

RECEIVED
AUG 22 1975
Contract Acctg.

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1624

Received for Account of Gordon H. Ball, Inc.

Date 8/20/75

Address P. O. Box 897
Renton, Washington 98055

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit Dated 8/20/75 Due 9/19/75 6.125% U.S. National Bank of Oregon Ladd & Bush-Salem Branch	4 163640	part	321,000				$ 21,000.00
							$ 21,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7866

Authority ORS 279.575

Countersigned by Emily Rohde Deputy Cashier

SPECIAL INSTRUCTIONS

James A. Redden
State Treasurer

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

August 20, 1975

Ladd & Bush-Salem Branch
United States National Bank of Oregon
Salem, Oregon 97308

Attention P.S.Chambers

Gentlemen:

Enclosed please find Time Certificate of Deposit No. 4 163587, dated July 21, 1975, due August 20, 1975, 5.875%, in the amount of $335,000.00 which has been endorsed by the State of Oregon.

Credit Donald M. Drake Co.

Please acknowledge receipt of the maturing TCD by signing and returning the copy of this letter.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: Donald M. Drake Company
cc: State Highway Division; Attn. Dick Hacek

COPY

7866

4970

FILED
AUG 25 1975
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

August 22, 1975

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

Northwest Protective Coatings, Inc.
7515 N.E. 13th Avenue
P. O. Box 11261
Portland, OR 97211

NOTED ON CARD

Gentlemen:

We received in today's mail a notice of claim dated August 16, 1975, stating that you have furnished labor and materials to Coral Corporation in the amount of $3,705.65.

This claim appears to be in connection with the Gordon H. Ball, Inc., Contract No. 7866 for the Woodburn Interchange-Hayesville Interchange Section of the Pacific Highway in Marion County.

The Argonaut Insurance Company and The American Insurance Company furnished the performance bond on this contract. We will advise them of the receipt of this claim and will also forward it to the Secretary of State for filing. Copies will be forwarded to the surety and to the principal contractor.

NOTED
C. W. HEAD

This claim appears to be similar to the one which you filed earlier this year. Please notify this office when your claim has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

RECEIVED
SEP 10 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:ser

cc Argonaut Insurance Company
250 Middlefield Road
Menlo Park, CA 94025

Gordon H. Ball, Inc.
P. O. Box 897
Renton, WA 98055

American Insurance Company
Fidelity & Surety Department
921 S.W. Washington Street
Portland, OR 97205

Mr. Emil J. Sederstrom, Project Mgr.
Gordon H. Ball, Inc.
P. O. Box 513
Salem, OR 97308

bc Hon. Clay Myers - Please acknowledge receipt of attached claim on the enclosed copy of this letter.

Northwest Protective Coatings, Inc.

SPECIALIZING IN THE APPLICATION OF BITUMINOUS AND VINYL PRODUCTS • SAND BLASTING • PAINTING

7515 N. E. 13TH AVENUE TELEPHONE BUTLER 5-4631 P. O. BOX 11261 PORTLAND, OREGON 97211

4970

FILED
AUG 22 1975
CLAY MYERS
SECRETARY OF STATE

August 16, 1975

NOTICE OF CLAIM

TO: Oregon State Highway Department; Gordon H. Ball, Inc.; Argonaut Insurance Co.; and American Insurance Co.

NOTICE is hereby given that the undersigned, Northwest Protective Coatings, Inc., has a claim for labor and materials furnished to Coral Corporation in connection with sign bridge painting relative to the Woodburn-Hayesville Project (sign bridge - OSHD No. 7866) in the sum of $3,705.65 against the bond taken from Gordon H. Ball, Inc., general contractor and principal, and Argonaut Insurance Co. and American Insurance Co., sureties, for the work described in said OSHD Contract No. 7866.

This claim is made pursuant to ORS 279.526(1) and 279.528 and is given prior to the expiration of six months immediately following the acceptance of the work by the affirmative action of the Oregon State Highway Department.

NORTHWEST PROTECTIVE COATINGS, INC.

By Clyde T. Novack
Clyde T. Novack, President

RECEIVED
AUG 22 8 54 AM '75
CLAY MYERS
SECRETARY OF STATE

7866

3 45

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: August 22, 1975

FROM: R. J. Jacek
Accounting Systems Officer

SUBJECT: Gordon H. Ball
Contract 7866

TCD No. 260710, in the amount of $601,000.00, has been deposited in lieu of retainage on contract 7866. (Safekeeping Receipt 1608).

This replaces: TCD 250682, $538,000.00, Safekeeping Receipt 1566,
TCD 250728, $45,000.00, Safekeeping Receipt 1579,
TCD 250800, $18,000.00, Safekeeping Receipt 1598,

The amount on deposit remains the same.

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

FILED
C. W. HEAD

81-125-1387

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

2

SAFEKEEPING RECEIPT

№ 1608

Received for Account of Gordon H. Ball Inc.

Date August 13, 1975

Address P. O. Box 897
Renton, Washington 98055

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit Dated August 13, 1975 Due November 10, 1975 0.025% Salem Branch, 1st National Bank of Oregon Salem, Oregon Wells Fargo Bank, N. A. as escrow agent UTC, escrow #G-714	260710	1	$601,000				$601,000.00
							$601,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7566

Authority ORS 279.575

Countersigned by

Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

August 13, 1975

Gordon H. Ball Inc.
P. O. Box 897
Renton, Washington 98055

Gentlemen:

Please find enclosed Oregon State Treasury Department Safekeeping Receipt No. 1606 covering TCD No. 280710, in the amount of $601,000.00, dated August 12, 1975, due November 10, 1975, drawn on the First National Bank of Oregon, Salem Branch, Salem, Oregon. This TCD is in lieu of retainage on State Highway Contract No. 7866.

We have cancelled your old Safekeeping Receipts Nos. 1566 in the amount of $536,000.00, 1579 in the amount of $45,000.00 and 1596 in the amount of $15,000.00.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By
Emily Rohde

t/s
enc.
cc: Highway Division
Attn: Mr. Hacek

COPY

7866

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: ~~C. W. Head~~ R. Church
J. Bond C. Barrett

DATE: 8-20-75

FROM: J. Peterson for R. J. Hacek
Accounting Systems Officer

SUBJECT: Gordon H. Ball Co.
Contract 7866

TCD No. 260718, in the amount of $35,000.00 has been deposited in lieu of retainage on contract 7866. (Safekeeping Receipt 1609).

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

81-125-1387

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1609

Received for Account of Gordon H. Ball, Inc.
P. O. Box 897
Address Renton, Washington

Date August 14, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit Dated August 13, 1975 [redacted] Salem Branch, 1st National Bank of Oregon Wells Fargo Bank, N. A. as Escrow agent UTC, Escrow #G-714	[redacted] 260718	1	$35,000				$35,000.00
							$35,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7866

Authority

Countersigned by

Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

August 14, 1975

Gordon H. Ball Inc.
Post Office Box 897
Renton, Washington 98055

Gentlemen:

Enclosed please find Oregon State Treasurer's safe-keeping receipt number 1609, dated August 14, 1975, in the amount of $35,000.00 covering T.C.D. number 260718 ~~260726~~ drawn on First National Bank of Oregon, Salem, Branch.

We have credited State Highway contract number 7866.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By mftanner

Emily Rhode

ERikf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek

COPY

7866

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: ~~C. W. Head~~ R. Church
J. Bond C. Barrett

DATE: August 18, 1975

FROM: R. J. Hacek JP for
Accounting Systems Officer

SUBJECT: Gordon H. Ball, Inc.
Contract 7866

TCD No. 260710, in the amount of $601,000.00, has been deposited in lieu of retainage on contract 7866. (Safekeeping Receipt 1608).

This replaces TCD No. 250682, which has matured. (Safekeeping Receipt 1566), TCD 250728 (Safekeeping Receipt 1579), and TCD 250800 (Safekeeping Receipt 1598). The amount on deposit remains the same.

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

81-125-1307

7866

files

Gordon H. Ball, Inc.

August 18, 1975

Mr. E. J. Hall, Resident Engineer
Oregon State Highway Division
2111 Front Street, N. E.
Suite 104
Salem, Oregon 97303

Subject: Contract 7866, Woodburn to Hayesville

Dear Ed:

As of September 1, 1975 our Northwest Area Office will be consolidated with the Gordon H. Ball, Inc. Western Regional Office in Danville, California. All correspondence formerly sent to this office in Renton should then be directed to my attention at P. O. Box 278, Danville, California 94526. The phone number there is 415-935-2550.

I expect to be spending at least one day a week at our project in Salem and do not expect that our project will be affected in any way by this area office move.

Besides reaching me in Danville or through the project office, for your convenience my home phone mumber is 206-235-0618.

Please do not hesitate to call me at any time.

Very truly yours,

GORDON H. BALL, INC.

Jay Row
Northwest Area Manager

/mls
cc: Job 513

RECEIVED
AUG 20 1975
OFFICE OF RESIDENT ENGINEER
E. J. HALL
RE | ASS'T | ASS'T | OE | FILE | TA

noted on contract card

cc C T Keasey
Cecil Head
Finance (Hacker)
Dale Church

NOTED
C. W. HEAD

7866

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

B

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: August 5, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Gordon H. Ball
Contract 7866

TCD No. 4-163602, in the amount of $19,000.00, has been deposited in lieu of retainage on contract 7866. (Safekeeping Receipt 1602).

The replaces Bonds 519/531, which have matured. (Safekeeping Receipt 1150). The amount on deposit is increased by $16,000.00.

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

NOTED
C. W. HEAD

RECEIVED
AUG 6 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1507

RECEIVED
AUG 4 1975
Contract Acct.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1602

Received for Account of Gordon H. Ball, Inc.
P. O. Box 897
Address Renton, Washington 98055

Date July 31, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit dated 7/31/75 due 9/2/75 6% U.S. National Bank of Oregon Salem Branch	#4 163602	part	185,000				$ 19,000.00
							$ 19,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7866

Authority ORS 279.575

Countersigned by Emily Robb
Deputy Cashier

Jeanne Waldeen
State Treasurer

SPECIAL INSTRUCTIONS

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS/DEVELOPERS
AC 503 226-3991

July 31, 1975

Ms. Emily Rohde
Treasury Department
State of Oregon
Salem, Oregon 97310

RECEIVED
AUG 4 1975
Contract Acctg.

Dear Ms. Rohde:

We will deliver on July 31, 1975, a $185,000 certificate of deposit drawn on the United States National Bank of Oregon. This deposit should be allocated as follows:

$70,000	Contract #7741	Powell St.
$19,000	Contract #7866	Woodburn
$96,000	Contract #7937	S.Tigard

Credit the $19,000 amount to the account of Gordon H. Ball Company,Inc. Please furnish me with safekeeping receipts at your convenience.

In addition, we would appreciate your returning to the bank the following certificate (please endorse the certificate) and municipal bonds:

	#7937	#7741	#7866	
	$30,000	$70,000	----	
USNB TCD Springfield due 8-1-75	$50,000	--------	$13,000	+6,000

Sincerely,

DONALD M. DRAKE COMPANY

Donald B. Kane
Vice President - Finance

DBK:kw
cc: Mr. Jerry C. Street, 5821 N.E. Glisan, Portland, Oregon 97213
Mr. C.E. Payton, P.O. Box 30, Salem, Oregon 97310
Mr. Maurice Payne, 12949 S.W. Pacific Hwy., Tigard, Oregon 97223
Highway Division, ATTN: Janice Peterson, Salem, Oregon 97310
Highway Division, Construction Section, Salem, Oregon 97310
Gordon H. Ball Company, Inc., Box 897, Renton, Washington 9805

RECEIVED
AUG 4 1975
Contract Acctg.

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

July 31, 1975

Gordon H. Ball, Inc.
P. O. Box 897
Renton, Washington 98055

Gentlemen:

Enclosed please find Oregon State Treasury Safekeeping Receipt No. 1602, dated July 31, 1975, in the amount of $19,000.00 covering TCD #4 163602, drawn on Ladd & Bush-Salem Branch, U.S. National Bank of Oregon.

We have credited Highway Contract No. 7866.

We have cancelled State Treasurer's receipt No. 1190- $13,000.00.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By Emily Rohde
Emily Rohde

Enclosure

cc: State Highway Division; Attn. Dick Enock

RECEIVED
AUG 4 1975
Contract Acctg.

COPY

7-866

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem

July 30, 1975

FILE: 624-1089

NOTED
H. S. COULTER

FROM: Fred Lucht
Asst. Res. Engr.

SUBJECT: Woodburn Int.-Hayesville
Inter. Section
Pacific Highway-Marion County
Contract #7866

TO: C. O. Fredrickson
Regional Engineer

Attn: G. W. Wimer
Region Const. Engr.

In answer to your telephone inquiry of July 30, 1975 at 10:30 AM, I went out to Brooks Interchange and checked with Jerry Morrison as to what had taken place. The following is the sequence of events:

Started lane control at Woodburn at 6:00 PM-July 29, 1975, this was to start one lane traffic to start building ramps. The ramps at Woodburn and Brooks were completed for one lane traffic at 2:30 AM-7-30-75, and one lane traffic was switched onto the concrete at this time. The contractor was working on completion of ramps, at 5:45 AM-7-30-75 the ramp was completed and striped, allowing full two lane traffic at the Woodburn end of work, one lane traffic was in effect at the Brooks end. The contractor was working at the Brooks end and at 8:30 AM the ramp was completed. As to paving, due to the depth of paving, the AC was not cooling, and Jerry Morrison felt that traffic could not use this section. Jerry Morrision advised two of Ball Construction Co. foremen that a water truck be used to help cool the AC.

At 10:45 AM-7-30-75, writer arrived at location of Brooks end ramp. Jim Dumler and Jerry Morrison were there at this time. We looked over the area, AC was still too soft to allow use by traffic. Jim Dumler went to Ball office and requested that water be used to cool the AC. on the ramp. Water truck arrived at 11:05 AM-7-30-75, traffic was restored to two lanes at 12:45 PM-7-30-75.

In conclusion, the reasons for time of one lane traffic as relayed to writer from Jim Dumler and Jerry Morrison , was lack of planning of Contractor to have sufficient equipment and materials at the job site to handle work. The AC crew were waiting for up to forty-five minutes for a truck to return with materials, also, the ramp at the Brooks end, the rock placed would not stay together and the lift of AC and rock had to be removed. This was replaced with AC causing a delay of approximately two hours, plus the additional time for the extra depth of AC to cool. There seems to be no great congestion of traffic due to the one laning of traffic.

cc H. S. Coulter
C. T. Keasey

RECEIVED
AUG 7 1975
Office of
Assistant State Highway Engineer

7866

CON
R 7
4

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: July 22, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT:

TCD No. 4 163587 in the amount of $335,000.00 has been deposited in lieu of retainage, replacing a matured certificate, on the following contracts:

Contract	Contractor	Safekeeping Receipt	Amount	Cancelled Receipt	Net Increase
7866	Gordon Ball	1599	$ 81,000.00	1582	$ 5,000.00
7741	Donald Drake	1600	14,000.00	1580	---
7937	Donald Drake	1601	240,000.00	1581	25,000.00

Copies of the Safekeeping Receipts and transmittal letters will be filed, in the contract files, in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

81-125-1367

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1599

Received for Account of Gordon H. Ball, Inc.

Address P. O. Box 897, Renton, Washington 98055

Date July 21, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit dated 7/21/75 due 8/20/75 5.875% U.S. National Bank of Oregon Ladd & Bush-Salem Branch	4 163587	pmtt	335,000				$ 81,000.00
							$ 81,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7866

Authority ORS 279.375

Countersigned by Emily Robbe, Deputy Cashier

SPECIAL INSTRUCTIONS

Frank Nelden
State Treasurer

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

July 21, 1975

Gordon H. Ball, Inc.
P. O. Box 897
Renton, Washington 98055

Gentlemen:

Enclosed please find Oregon State Treasury Department Safekeeping Receipt No. 1599, dated July 21, 1975, in the amount of $81,000.00 covering TCD #4 163587 drawn on U.S. National Bank of Oregon, Ladd & Bush-Salem Branch.

We have credited State Highway contract No. 7866.

Safekeeping Receipt No. 1582, $76,000.00 has been cancelled.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosure

cc: State Highway Division; Attn. Dick Hasek

RECEIVED
JUL 22 1975
FINANCE BRANCH
OREGON STATE HIGHWAY DIVISION

COPY

7866

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

R

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: July 22, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Gordon H. Ball, Inc.
Contract 7866

TCD No. 250800, in the amount of $18,000.00, has been deposited in lieu of retainage on contract 7866. (Safekeeping Receipt 1598).

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

81-125-1397

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING
RECEIPT

№ 1598

Received for Account of Gordon H. Ball, Inc.
P. O. Box 897
Renton, Washington 98055

Date July 18, 1975

Address

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	TEE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit 1st National Bank or Oregon Salem Branch dated 7/16/75 30 day revolving Wells Fargo Bank as escrow agent UTC#0714	#250800	1	18,000				$ 18,000.00 $ 18,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7866

Authority ORS 279.375

Countersigned by [signature] Deputy Cashier

[signature] State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

July 18, 1975

Gordon H. Ball, Inc.
P. O. Box 897
Renton, Washington 98055

Gentlemen:

Enclosed please find Oregon State Treasurer's Safekeeping Receipt No. 1598 dated July 18, 1975, in the amount of $18,000.00 covering TCD #250800 drawn on First National Bank of Oregon, Salem Branch.

We have credited State Highway Contract No. 7866.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Robbie
Emily Robbie

Enclosure

cc: State Highway Division; Attn. Dick Hacek

COPY

☆ U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 629

7866

STATE COPY

7-11-75

cc: OSHD (H S Coulter)
Wash DC (HHO-32)
C K Hoesmer

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Marion	Oregon

IN COMPANY WITH
M Hall, Res Engr; Sal DeCampo, Trainee

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
7-11-75	P. V. Riedl, Area Engr	I-5-5(36)260

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	(a) 100 (b) 100 % (c) 92	79 %

COPY SENT

JUL 30 1975

Washington

WOODBURN INTERCHANGE-HAYESVILLE INTERCHANGE SECTION
INTERSTATE 5
Grading, Paving, Structures Signing, Illumination

This project has been underway since April of 1973. Work has progressed satisfactorily even though it went through a summer season of strikes in 1973. A time extension for phase (6) has been approved extending the time to September 15, 1975. The contractor's present schedule as to complete the project this year. The status of the work is as follows:

Clearing & grubbing	97%	complete
Drainage	83%	"
Grading	92%	"
Base	94%	"
AC Paving	75%	"
Material produced	100%	
PCC Paving	58%	"

Structures - work is substantially completed on all structures except the Railroad Bridge - I-305 structures; Brooks and Woodburn structures. These structures are planned for completion by the end of September.

The contractor plans to return his paving plant to the project on July 21 and complete the concrete paving by the end of August. The AC paving will be completed about the end of September.

Work in Progress: The contractor is excavating material from the borrow pit at St. Louis and hauling to median area. The pipe crew is placing the 48-inch culvert across the median area at the Woodburn Interchange. Shaping ditches and backslope is underway throughout the project. Also shaping the fill slope at the Labish Structure under PA No. 04 is underway. Repair of temporary illumination is being performed by the subcontractor.

RECEIVED
JUL 31 1975
Office of Assistant State Highway Engineer

1-31-75
Cont.

NOTED
H.S. COULTER

FORM FHWA-1446 A (12-73) FORMERLY PR-338

Previous Editions of PR-338 Will Not Be Used.

Work on structures at Woodburn, Brooks, Northbound I-305, and the railroad structure is continuing. Paving of the southbound inside shoulders is underway. The contractor does not have enough trucks to haul the AC from the plant and the paving machine is not running continuously. The roller is able to roll out the areas where the paver stops but the contractor was advised to try and obtain more trucks in order to maintain a more even flow of material and to avoid the potential rough finish on the top left of AC.

The AC plant was inspected and found to be well in conformance with all requirements. The dust bag collector is functioning properly and no problems have existed with this feature of the plant. The plant is new and this is the first project it has been used on. It is all electronically controlled and operated at a control center which overlooks the entire plant. A closed TV monitoring system has been incorporated into the plant and the camera is mounted where the truck loading bins can be observed. The scale for weighing trucks is electronically controlled and the tare weight of each truck is zeroed out so each ticket reading is the exact load weight. Continuous checking is performed in order to verify the results. No problems have been found with this process. Cleaning of the weight platform is monitored closely as this has a tendency to show erratic readings when the platform is not periodically cleaned.

I have included correspondence, Guidelines for Acceptance or Rejection of Construction Materials, and weekly straight line charts for Class "B" and "C" mix.

It was noted that the production of the AC mix has shown the material to have a considerable amount of tonnage to be classified as "failing accepted." A review showed that the reason for the product to have a failing designation was the control on the gradation of the aggregate. The material would be both on the high and low side of the mix design. It would appear that stockpiling and loading needs to be better controlled. If the total tonnage was averaged the gradation would fit the mix design. The State is now averaging all daily tests into one test for daily control.

Compaction tests for the AC material placed show that the contractor is within specifications for this control.

Asphalt meets the required specifications.

FORM 81.734.2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem

June 30, 1975

FILE: 624-1089

7-2-75

REFER TO

Glen Easley

By Asst. State Hwy. Engr.

NOTED
H. S. COULTER

FROM: Fred W. Lucht III
Asst. Res. Engineer

TO: H. S. Coulter
Asst. State Highway Engr.

SUBJECT: Woodburn Int.-Hayesville
Inter. Section
Pacific Highway-Marion County
Contract #7866
BICENTENNIAL PARTICIPATION

Having just read your Inter office memo dated June 16, 1975, in regards to the above subject, I thought it would be of interest to you and the Oregon State Highway Division that Chuck Heminway, HE-1 with the Highway Division is participating in the wagon train. Chuck has purchased a wagon and horses. With the help of his wife and two boys, has rebuilt the wagon and trained horses for the trip.

Chuck, Ann, Mike and Dan will leave on July 3, 1975 to join the wagon train at Oregon City and will travel as far as Baker, Oregon, where they will leave the train, having traveled across most of the State of Oregon.

RECEIVED
JUL 1 1975
Office of
Assistant State Highway Engineer

624-1089

R

OREGON STATE HIGHWAY DIVISION

Salem, Oregon
June 24, 1975

REGION 2
RECEIVED
JUN 25 1975
BOO

Gordon H. Ball, Inc.
P.O. Box 513
Salem, Ore 97308

Woodburn Int.-Hayesville
Inter. Section
Pacific Highway - Marion County
Contract #7866
Damage Claim to Vehicle,
Daniel J. McNeill

Attn: William P. Ross
Project Manager

Dear Bill;

I am forwarding herewith a copy of a letter from Mr. Daniel J. McNeill, addressed to Mr. Jack Sollis, Assistant Attorney General and Assistant Counsel, State Highway Division.

Mr. McNeill states that cement sealer was sprayed on his car while passing the road construction area approximately 5 miles South of Woodburn on May 14th. An estimate of $26.00 labor to remove the spray is also enclosed.

Will you please contact Mr. McNeill and resolve this claim. Also please advise this office when the matter has been properly taken care of.

Very truly yours,

E. J. Hall
Project Engineer

cc: C. O. Fredrickson

cc: Jack Sollis
C.T. Keasey
Scott Coulter ✓

RECEIVED
JUN 27 1975
OFFICE OF
Assistant State Highway Engineer

NOTED
H.S. COULTER

DEPARTMENT OF JUSTICE

NOTED
H. S. COULTER

Memorandum

TO: SCOTT COULTER

DATE: JUNE 16, 1975

FROM: JACK L. SOLLIS (67)

SUBJECT:

ATTACHED PLEASE FIND THE ORIGINAL LETTER AND AN ORIGINAL ESTIMATE OF DAMAGES TO A VEHICLE WHICH ARE SELF-EXPLANATORY.

I WOULD APPRECIATE IT IF YOU WOULD PROCESS THIS THROUGH CHANNELS AND HAVE THE RESIDENT ENGINEER ADVISE THE CONTRACTOR OF THIS CLAIM AND ALSO ASK THE CONTRACTOR TO ADVISE THIS OFFICE WHEN THE CLAIM HAS BEEN PROPERLY TAKEN CARE OF.

JLS:CLH
ATTACHMENT

6-17-75
Refer to
Fredrickson cy Kersey
By H.S. Coulter
Ltr. advise Contractor cy HSC
Due Date 6-30-75

RECEIVED
JUN 12 1975
LEGAL

NOTED
JACK L. SOLLIS

Daniel J. McNeill
4730 17th Court So.
Salem, Oregon 97302

June 6, 1975

Mr. Jack Sollis
Room 211
State Highway Building
Salem, Oregon 97310

Dear Mr. Sollis

This letter is in reference to the phone call made to you on May 14th concerning the cement sealer that sprayed on our car while passing the road construction area approximately 5 miles south of Woodburn about 3:30 in the afternoon of May 14th.

On the phone you advised us to take the car in for an estimate, the estimate is enclosed.

Thank you for your help.

Yours truly,

Daniel J. McNeill

ESTIMATE OF REPAIRS

EVERLY VOLKSWAGEN, INC.

Factory Authorized VOLKSWAGEN Parts & Service

3260 Lancaster N.E. Dial 585-8066

SALEM, OREGON 97303

Date 5-16-73

Owner Ila Neill Address 4710 17th, #16 Phone

Make of car Datsun Serial No. HL 330-124334 Style or Body No. Pickup 2402 Year & Model 73

License 1LA 100 Mileage 21370 Ins. Co.

Type of Ins. Adjuster Address

Repl	Repr		Labor Hours	Refinish Labor Hours	Parts	
		[illegible]	.10		26	00

WORK AUTHORIZATION

I HEREBY AUTHORIZE THE ABOVE REPAIR WORK TO BE DONE ALONG WITH THE NECESSARY MATERIAL AND HEREBY GRANT YOU AND/OR YOUR EMPLOYEES PERMISSION TO OPERATE THE CAR OR TRUCK HEREIN DESCRIBED ON STREETS, HIGHWAYS OR ELSEWHERE FOR THE PURPOSE OF TESTING AND/OR INSPECTION. AN EXPRESS MECHANICS LIEN IS HEREBY ACKNOWLEDGED ON ABOVE CAR OR TRUCK TO SECURE THE AMOUNT OF REPAIRS THERETO.

X

NOT RESPONSIBLE FOR LOSS OR DAMAGE TO CARS OR ARTICLES LEFT IN CARS IN CASE OF FIRE, THEFT OR ANY OTHER CAUSE BEYOND OUR CONTROL.

ALL PARTS PRICES ARE SUBJECT TO PARTS INVOICE

Sub Total			
Labor Hours			
Ref. Hours			
Total Labor Hrs. @			
Parts			
Paint Mat.			
Body Repair Materials			
GRAND TOTAL			

7866

R

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: C. W. Head
J. Bond
R. Church
C. Barrett

DATE: June 24, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Gordon H. Ball, Inc.
Contract 7866

TCD No. 4163509, in the amount of $76,000.00, has been deposited in lieu of retainage on contract 7866. (Safekeeping Receipt 1582).

This replaces TCD No. 163451 ($66,000.00) which has matured. (Safekeeping Receipt 1570). The amount on deposit is increased by $10,000.00.

A copy of the Safekeeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

01-125-1367

4

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

June 23, 1975

Gordon H. Ball, Inc.
P. O. Box 897
Renton, Washington 98055

Gentlemen:

Enclosed please find Oregon State Treasurer's Safekeeping Receipt No. 1562, dated June 23, 1975, in the amount of $76,000.00, covering TOD #4-163509, drawn on United States National Bank of Oregon, Ladd & Bush-Salem Branch.

We have credited State Highway Contract No. 7866.

This cancels State Treasurer's Safekeeping Receipt No. 1570 in the amount of $66,000.00.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosure

cc: State Highway Division; Attn. Dick Hacek

COPY

4

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1582

Received for Account of Gordon H. Ball, Inc.

Address P. O. Box 897, Renton, Washington 98055

Date June 23, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit Dated 6/20/75 Due 7/21/75 U.S. National Bank of Oregon - Ladd & Bush-Salem Branch	4 163509	part	305,000				$ 76,000.00
							$ 76,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7866

Authority ORS 279.375

Countersigned by Emily Rohde Deputy Cashier

SPECIAL INSTRUCTIONS

Frank Addleman
State Treasurer

7866

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: ~~C. W. Head~~ R. Church
J. Bond C. Barrett

DATE: June 18, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Gordon H. Ball, Inc.
Contract 7866

TCD No. 250728, in the amount of $45,000.00, has been deposited in lieu of retainage on contract 7866. (Safekeeping Receipt 1579).

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

81-125-1387

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

June 17, 1975

Gordon H. Ball, Inc.
P. O. Box 897
Renton, Washington 98055

Gentlemen:

Enclosed please find Oregon State Treasury Department Safekeeping Receipt No. 1579, dated June 17, 1975, in the amount of $45,000.00, covering Time Certificate of Deposit No. 250728, drawn on 1st National Bank of Oregon, Salem, Oregon.

We have credited State Highway Contract No. 7866.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rehde
Emily Rehde

Enclosure

cc: State Highway Division, Attn: Dick Hacek

OREGON

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1579

SAFEKEEPING RECEIPT

Received for Account of Gordon H. Ball, Inc.

Date June 17, 1975

Address P. O. Box 897
Renton, Washington 98055

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit Dated June 16, 1975 30 day revolving - 30 days after date and each successive 30 day period. 1st National Bank of Oregon, Salem Branch Wells Fargo Bank, escrow agent #UTC 0714	# 250728	1	45,000				$ 45,000.00 $ 45,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract #7866

Authority ORS 279.375

Countersigned by Emily Rohde
Deputy Cashier

SPECIAL INSTRUCTIONS

Jean A. Addison
State Treasurer

7866

R

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #7866

Salem, Oregon

June 12, 1975

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Woodburn Int.-Hayesville Int.
Contract No. 7866
Bikeway Changes

TO: Gerald W. Wimer
Region 2 Construction Engineer

NOTED
H. S. COULTER

Confirming our discussion of the proposed westward extension of the bikeway at the Woodburn Interchange, I recommend you proceed with this only if you can get an acknowledgment from the contractor that it would have no impact on completion of the over-all project. The portion outside the Interstate project would be non-participating anyway.

Completion of the project this year is on a close schedule and we should not contribute to any delay with changes that are not essential.

Price Agreement No. 81 covering other bikeway changes on the project is being processed. It requires a non-participating cost of $8,401.00 for purchasing excess barrier.

JAB:fr

cc: H. S. Coulter

RECEIVED
JUN 13 1975
Office of
Assistant State Highway Engineer

7866

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

211 State Highway Building

June 9, 1975

Bruce W. Williams
Attorney at Law
9th Floor Capitol Tower
Salem, OR 97301

Re: State v. Evangeline Case, Circuit Court
Marion County, Case No. 78877 (L-6894 R-47046) Contract #7866

Dear Mr. Williams

In reply to your letter of May 6, 1975, concerning a claim by Mrs. Case for damage due to the faulty construction of the fill and the ditch bordering her property, I have the following to offer.

I have had a complete investigation of this matter made in the field and pictures taken of the area and it would appear that any problem with erosion or with the drainage ditch has now been completely taken care of. If you have visited the area lately I'm sure you will notice that Mrs. Case has not only a paved driveway into her garage but also a paved turnaround in front of her house so she can back out of her driveway, turn around, and get out onto the highway. The Highway Division advises me that they will construct a curb at the end of the asphalt turnaround so that she would not inadvertently drive over the end of it and also clean out the ditch between her house and the freeway.

The problem with the irrigation ditch, I believe, has been solved and it is now encased in a pipe and extends beyond her property.

The problem of erosion on the fill in front of her house has been taken care of by the planting of grass and other material and I do not see under the present circumstances where she would have any claim for damages.

In closing, if, after viewing the property and discussing the matter with your client, you still feel that she wishes to present a claim I would

RECEIVED
JUN 10 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

appreciate it if you would forward to me the details of the claim and a breakdown of the damages she feels she has suffered.

Sincerely

Jack L. Sollis
Assistant Attorney General

JLS:kw;hg

cc - Scott Coulter
C. T. Keasey
C. O. Fredrickson
Gerry Wimer
E. J. Hall

7866

June 9, 1975

Mr. Berton E. Braly
3407 N.W. Crest Drive
Corvallis, OR 97330

Dear Mr. Braly:

I'm sorry that your car was damaged while traveling along Interstate 5 near Woodburn the evening of May 20.

The freeway in this area is being widened to three lanes of portland cement concrete. The construction area is illuminated at night with median lighting, and the edges of the shoulders are marked with reflectorized cones at approximately 100-foot intervals. Our field people on the project investigated your report of a pile of gravel, mud and water in the passing lane, but did not find any evidence of such in the travel lanes. This section of roadway is patrolled daily; had any such condition been found, it would have been corrected immediately.

The contractor working on this section is responsible for all damage claims arising from his operations. If you wish to file a claim, you should contact the contractor, Gordon H. Ball, Inc., P. O. Box 513, Salem, Oregon 97308.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

COF:ia

bc F. B. Klaboe
A. E. Johnson
C. O. Fredrickson
C. T. Keasey

3407 N.W. Crest Drive,
Corvallis, Oregon 97330
May 23, 1975

State Highway Dept.
State of Oregon
Salem, Oregon

Re: Damage to auto from construction.

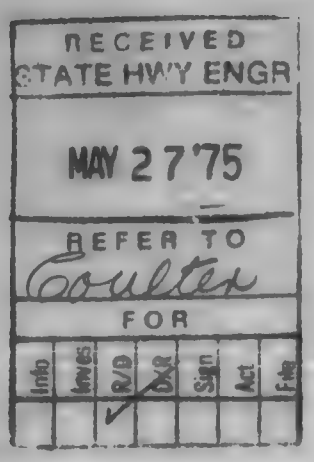
Dear Sirs:

On May 20th between 11pm and midnight I was traveling along Interstate 5 near Woodburn. A Porche, license plate number BKJ 784, passed me on the left. As he drew ahead he struck what must have been a pile of gravel, mud, and water in the passing lane. The flying rocks and debris struck my new Volvo station wagon with great force causing a broken windshield ($164.00) and damage to the paint finish.

Since this was a very hazardous, unmarked condition on a legal right-of-way, I can't see how the man in the Porche could be responsible. It seems to me the consturction firm should be responsible, if they left the mess.

Is it possible for me to file a claim? And, if so, where?

Sincerely yours,
Berton E. Braly
Berton E. Braly



649

cy aej

7866

K

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313
211 State Highway Building

June 9, 1975

Bruce W. Williams
Attorney at Law
9th Floor Capitol Tower
Salem, Oregon 97301

Re: R-44943 Salem Iron Works
Woodburn-Salem Section Pacific Highway

Dear Mr. Williams

In reply to your letter of May 8, 1975, concerning the claim by Salem Iron Works for the sloughing of material onto their property, I have had the matter investigated in the field and would be very happy to discuss the matter with you in person either in your office or out on the property in an attempt to arrive at a solution to the problem. I would suggest that we meet on the property with a representative from your client and I will bring along the Resident Engineer or one of his assistants and we would then perhaps be able to determine what needs to be done to correct the situation to your client's satisfaction.

Sincerely

ORIGINAL SIGNED BY
JACK L. SOLLIS

Jack L. Sollis
Assistant Attorney General

JLS:kw;hg

cc: Scott Coulter
C. T. Keasey
C. O. Fredrickson
Gerry Wimer
E. J. Hall

NOTED
H.S.COULTER

RECEIVED
JUN 10 1975
Office of
Assistant State Highway Engineer

7866 Woodburn Int.-Hayesville Int. Sec. 1973
of Pac. Hwy. betw. Woodburn & Salem
(Grad., pav., struct., sign., illum.)#5

CR 7746 5-16-73
CVR 5758 7-10-73
CVR 6585 7-16-73
CVR 6786 8-13-73

SEE: CON 16
I-5 E.
SP.
Hubbard - Hayes V. Sec.

7866

FORM 61.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 30, 1975

FILE:

NOTED

H. S. COULTER

FROM: Gerald W. Wimer
REGION 2 CONSTRUCTION ENGINEER

TO: H. S. Coulter
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT: RW File 44943
Salem Iron Works
Woodburn-Salem Section
Pacific Interstate Hwy.

Bruce W. Williams, P.C. is correct in his May 8, 1975, letter that silt eroded from the new fill slopes has been deposited on the Salem Iron Works property. See Resident Engineer E. J. Hall's attached May 28, 1975, report and the set of photographs attached thereto.

As to responsibility, the contractor according to Standard Specifications 107.19, 107.21, and 107.25 is, so to speak, "to hold the State harmless". Also, in the Special Provisions is a Supplemental Required Contract Provision titled "Temporary Project Water Pollution Control (Soil Erosion)" which requires the contractor to present an erosion control plan. However, we are responsible for the design. That design did involve mandatory borrow sources and/or some general excavation both of which were silty and the cause of the problem. We are also responsible for paying the extra work portion of the contractor's erosion control plan.

A similar problem on the Lauren E. and Marie A. Stettler property which also involved Gerlinger Industries Corporation and Salem Steel and Supply Company was resolved by buying a $500 permanent easement under Right of Way file 25955 and removing the silt by EWO.

The above has been discussed in a preliminary way with Jack Sollis. Should he adjudge we have a responsibility, then a Permit of Entry would be necessary to determine the materials involved. Mr. Williams resisted a Permit of Entry during the right of way condemnation. We would also need to know whether Salem Iron Works is agreeable to leaving the silty materials and just releveling or whether they must be loaded and hauled off. The claim, unless there is considerable engineering and legal expense, does appear to be based on complete removal. There is really no need to do so because raising would improve the drainage situation.

6-2-75 orig w/att. to Sorlie

RECEIVED
JUN 2 1975
Office of
Assistant State Highway Engineer

GWW/db
Attachments
cc: C. T. Keasey
E. J. Hall

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem

May 28, 1975

FILE: 624-1089

FROM: E. J. Hall
Project Engineer

REGION 2 ENGINEER
RECEIVED
MAY 29 1975
RE | RCE | RME | RT | RUE
U | UEO | RSO | RUC | RFE

TO: C. O. Fredrickson
Regional Engineer

SUBJECT: Woodburn Inter.-Hayesville
Inter. Section
Pacific Highway - Marion County
Contract #7866
Report on Alleged Damage to
Salem Iron Works

In accordance with your request we investigated the alleged damage to the real property of the Salem Iron Works, Gerlinger Industries, reportedly due to construction and maintenance of the freeway embankments in this area.

Salem Iron Works had graded and leveled a section of their property, situated Southerly of the present improvements, apparently for the purpose of constructing additional improvements. Sometime during the early summer of 1973, work on the site was halted for reasons unknown to us.

The freeway embankments in this area, adjacent to the Salem Iron Works buildings and the new building site were constructed the summer of 1973. Grading work in this area was halted by the fall rains.

During the extremely heavy rainfall the fall and winter of 1973-1974 (reported by the local weather bureaus to be 158 percent of normal), considerable erosion occurred on the fill slopes in this area. The material in the embankments is a Willamette River silt, exceedingly fine grain, and when subject to heavy and consistant rainfall, erodes badly. This erosion carried silty material beyond the R/W line, out on to the proposed Salem Iron Works building site. We would estimate the silt from 18" in depth near the R/W line, reducing to a few inches half way or so out on to the site. With permission from the owners, William Fretwells people could dig test holes in the area and probably map out the depth of the silt and the actual area covered.

During the winter of 1973-1974, considerable money and time was expended in this area attempting to stop the embankment erosion, both for the purpose of maintaining traffic on the freeway and to prevent damage to adjacent property by depositing of silt.

The embankments were repaired and resloped during the summer of 1974. In September of 1974, the embankment slopes adjacent to the Salem Iron Works property was fertilized and seeded and covered with a fiber glass roved mat. This treatment corrected approximately 90% of the erosion. Some minor erosion occurred this past winter, 1974-1975, however the major portion of the eroded material remained on the State R/W.

We are enclosing a series of 4 aerial photographs, 2 copies each, taken from the job files. We have outlined with map tape the area in question.

Salem Iron Works
May 28, 1975

PHOTOGRAPH A537-27 taken May 11, 1973

Work was just getting started on grading the building site.

PHOTOGRAPH A555-15 taken December 30, 1973

Grading work on the freeway shutdown due to heavy rainfall. Note some silt and water showing on the building site.

PHOTOGRAPH A569-40 taken May 7, 1974

Taken after grading work was resumed in the spring. Note the area of silt and water in the building site, also note same identical condition in Westerly side by Morrow Electronic property.

PHOTOGRAPH A605-2 taken April 11, 1975

The condition of the building site today is the same as shown by this photo.

In summation, there is silt deposited on the building site, in varying depths, deposited there generally during the winter of 1973-1974. Any grade stakes or hubs in the area of the silt deposit will have to be checked and reset. The area could be regraded to a new elevation, taking advantage of the silt deposit and the building elevation raised. Removing the silt and restoring the area to the original elevation would be another method but would be costly as the material would have to be loaded and trucked out of the area.

Bruce W. Williams, P.C.
ATTORNEY AT LAW
NINTH FLOOR, CAPITOL TOWER
SALEM, OREGON 97301

TELEPHONE (503) 364-4441

RALPH C. SPOONER
DENNIS J. GRAVES

May 8, 1975

RECEIVED
MAY 9 1975
ATTORNEY GENERAL
SALEM, OREGON

RECEIVED
MAY 13 1975
Office of
Assistant State Highway Engineer

5-13-75
cy Fredrickson
Tim. Submit
Report
Cleary

Mr. John R. McCulloch, Jr.
Assistant Attorney General
DEPARTMENT OF JUSTICE
106 State Office Building
Salem, Oregon 97310

Mr. Gordon H. Ball
GORDON H. BALL, INC.
P. O. Box 513
Brooks, Oregon 97308

R-44943

Gentlemen:

This office represents the Salem Iron Works, Gerlinger Industries, whose real property has been substantially damaged due to the negligence of the Highway Commission and the contractor in the construction and maintenance of the fill on I 5.

The sloughing off of material onto the Gerlinger property has caused the firm damage in the sum of $5,800.00 and involves the loss of grade and engineering plans for future development.

This has been almost constant during the last two winters, but the full extent of it has not been known until recently.

This was discussed fully with the Highway Commission attorneys before Judge Schlegel in the last appearance in Court several months ago.

Bruce Williams

BRUCE W. WILLIAMS, P.C.

BWW:js

#7866

R

May 30, 1975

Mr. Roger Weinman
551 Wayne Drive North
Salem, OR 97303

Dear Mr. Weinman:

The Waconda Road culvert you wrote about was investigated about a year ago. This earlier investigation was based on Attorney Robert L. Engle's April 18, 1974 letter on behalf of Mrs. Elsie Weinman. As indicated then, the culvert is a short distance beyond any State Highway Division work on Waconda Road, and is not a responsibility of the Highway Division. Our current work and earlier construction have not made us responsible, as there has been no diversion of drainage waters.

X

1361

However, the matter has been reviewed with the Assistant Marion County Public Works Director, Mr. Ted Kuensi. He indicated that they plan to place an additional 36-inch culvert on a skew leaving the existing 24-inch culvert in place. This work will probably be done soon while the road is still closed.

Thank you for the opportunity for a further review of this matter.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

GWW/db ia

bc A. E. Johnson
C. T. Keasey
C. O. Fredrickson
E. J. Hall

FORM 81-726-2020

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 29, 1975

FILE:

FROM: Gerald W. Wimer
REGION 2 CONSTRUCTION ENGINEER

TO: A. E. Johnson
DEPUTY STATE HIGHWAY ENGINEER

SUBJECT: Roger Weinman Complaint
Waconda Road Unit
Woodburn-Hayesville Section
Pacific Interstate Highway
RW File 47067

The Waconda Road culvert that Roger Weinman wrote about May 21, 1975, was previously investigated about a year ago. See my attached May 3, 1974, letters and attachments to Assistant State Highway Engineer H. S. Coulter and Assistant Marion County Public Works Director Ted Kuenzi.

The 24 inch culvert involved is approximately 100 feet westerly of any of the current contract work that we are doing on Waconda Road. It is not State Highway Division responsibility. The conflict comes in the downstream ditch having been cleaned and an existing 30 inch culvert under the freeway upstream. Also, there has apparently been water in the Weinman basement.

Resident Engineer E. J. Hall reviewed the matter with Mr. Kuenzi Wednesday, May 28, 1975. As a result, Marion County will apparently install an additional 36 inch culvert on a skew leaving the existing 24 inch in place. The work will probably be done in the near future.

A rough draft reply to this effect is attached.

RECEIVED
STATE HWY ENGR
MAY 29 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

GWW/db
Attachments
cc: C. T. Keasey
E. J. Hall

May-21, 1975
5511 Wayne Drive N.
Salem, Ore. 97303

Oregon State Highway Com.
Salem, Ore

Dear Sir.
The culvert on Waconda Road North of Salem, approximately 1,000 feet west of Interstate 5 freeway has not been adequate the past several winters. The heavy rains has caused water to back up in our basement. I feel that this could be corrected when the Waconda Road is closed

Sincerely
Roger Weinman.

RECEIVED
STATE HWY ENGR
MAY 22 '75
REFER TO
FOR
Info | Curves | R/D | Br'g | Sign | Act | File

624-1089

REGION 2 ENGINEER
RECEIVED
MAY 3 1974
RE | RCE | RME | RTE | RUE
ULE | GEO | TA | FILE

May 3, 1974

Mr. Ted Kuenzi
ASSISTANT PUBLIC WORKS DIRECTOR
Marion County Courthouse
Salem, Oregon

Dear Mr. Kuenzi:

Subject: Elsie Weinman Complaint
Waconda Road Unit
Woodburn Interchange-Hayesville Section
Pacific Interstate Highway

Attached are rough drafts that are being submitted by this office to reply to Mrs. Weinman's Attorney, Robert L. Engle of Eichsteadt, Bolland & Engle and your insurance company, Underwriters Adjusting Company both relative to the subject matter. Also attached are a sketch map, profile, and cross section.

These letters are self explanatory.

Our investigation discloses a 30" diameter culvert under the interstate highway upstream from Mrs. Weinman's property, but downstream under the Waconda County Road there is but a 24" diameter culvert. This is not to say that the smaller culvert in any way caused any problem to Mrs. Weinman. But rather it is to call it to your attention.

You may want to review this entire drainage situation with our Resident Engineer, E. J. Hall. Please feel free to do so.

If there is any other way that we can cooperate, please advise.

Yours very truly,

ORIGINAL SIGNED BY GERALD WIMER

Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

GWW/elk
Attachs.
cc: Scott Coulter
C. T. Keasey
E. J. Hall

REGION 2 ENGINEER
RECEIVED
MAY 3 1974
RE | RCE | RME | RTE | ROE
ULE | GEO | TA | FILE

624-1089

Salem, Oregon
May 3, 1974

ORIGINAL SIGNED BY GERALD WIMER

Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

H. S. Coulter
ASSISTANT STATE HIGHWAY ENGINEER

Elsie Weinman Complaint
Waconda Road Unit
Woodburn Interchange
Hayesville Section
Pacific Interstate Highway

Two different letters were received relative to Mrs. Elsie Weinman's complaint of flooding on her property southwest of the Waconda Road intersection with the Pacific Interstate Highway. These are, with the first having been referred to this office under assignment 326:

1. Her Attorney, Robert L. Engle of Eichsteadt, Bolland and Engle, April 18, 1974, letter.

2. Marion County's Insurance Company, Underwriters Adjusting Company, April 26, 1974 letter.

Rough drafts to both these letters are attached. Also attached is a sketch map, profile, and cross section.

Highway drainage has not been diverted. These rough draft replies, therefore, disclaim responsibility.

Also attached is my letter to Assistant Marion County Public Works Director, Ted Kuenzi pointing out the difference in size between the County Road culvert and the interstate Highway culvert. That letter and the rough draft reply to the County's insurance company offers to cooperate in sharing information and in any other way that might be our obligation.

Should Mr. Kuenzi contact our Resident Engineer, E. J. Hall and there be further information to report, we will do so.

GWW/elk
Attachs.
cc: C. T. Keasey
E. J. Hall

ROUGH DRAFT

May 3, 1974

Underwriters Adjusting Company
1500 SW First Avenue
Portland, Oregon 97201

Gentlemen:

Subject: Elsie Weinman Complaint
Waconda Road Unit
Woodburn Interchange-Hayesville Section
Pacific Interstate Highway

Your April 26, 1974, offer to cooperate in sharing information on the subject matter is appreciated.

A copy of our reply to Mrs. Weinman's Attorney, Robert L. Engle of Eichsteadt, Bolland & Engle, is attached. Also attached are a sketch map, profile, and cross section relting to this problem.

We do call your attention to the culvert under Waconda Road being but 24" in diameter as compared to our 30" diameter upstream culvert. This is not to say that the smaller culvert in any way caused any problem to Mrs. Weinman. But rather it is to call it to your attention.

If we can be of further assistance, please advise.

Yours very truly,

GWW/elk
cc: Ted Kuenzi
C. T. Keasey
C. O. Fredrickson

ROUGH DRAFT

May 3, 1974

Eichsteadt, Bolland & Engle
Attorneys at Law
345 North Second Street
P.O Box 355
Woodburn, Oregon 97071

Gentlemen:

Subject: Elsie Weinman Complaint
Waconda Road Unit
Woodburn Interchange-Hayesville Section
Pacific Interstate Highway

Drainage conditions you wrote about April 18, 1974, in behalf of Mrs. Elsie Weinman, have been investigated.

The State Highway Division has not diverted any drainage in the vicinity of Mrs. Weinman's home or property. By necessity, there are roadside ditches that have existed over since the freeway was originally constructed through the area. These roadside ditches were oriented to retain the original drainage pattern.

Our current construction will set these roadside ditches near the right-of-way line but still retaining the original drainage pattern.

You might be interested to know the Local Weather Bureau reports rainfall for this winter as 158 percent of normal. One month has 271 percent. The Weather Bureau also indicated that many storms were more intense and of longer duration than usual. This unusual weather would be reflected in an adnormal amount of run-off.

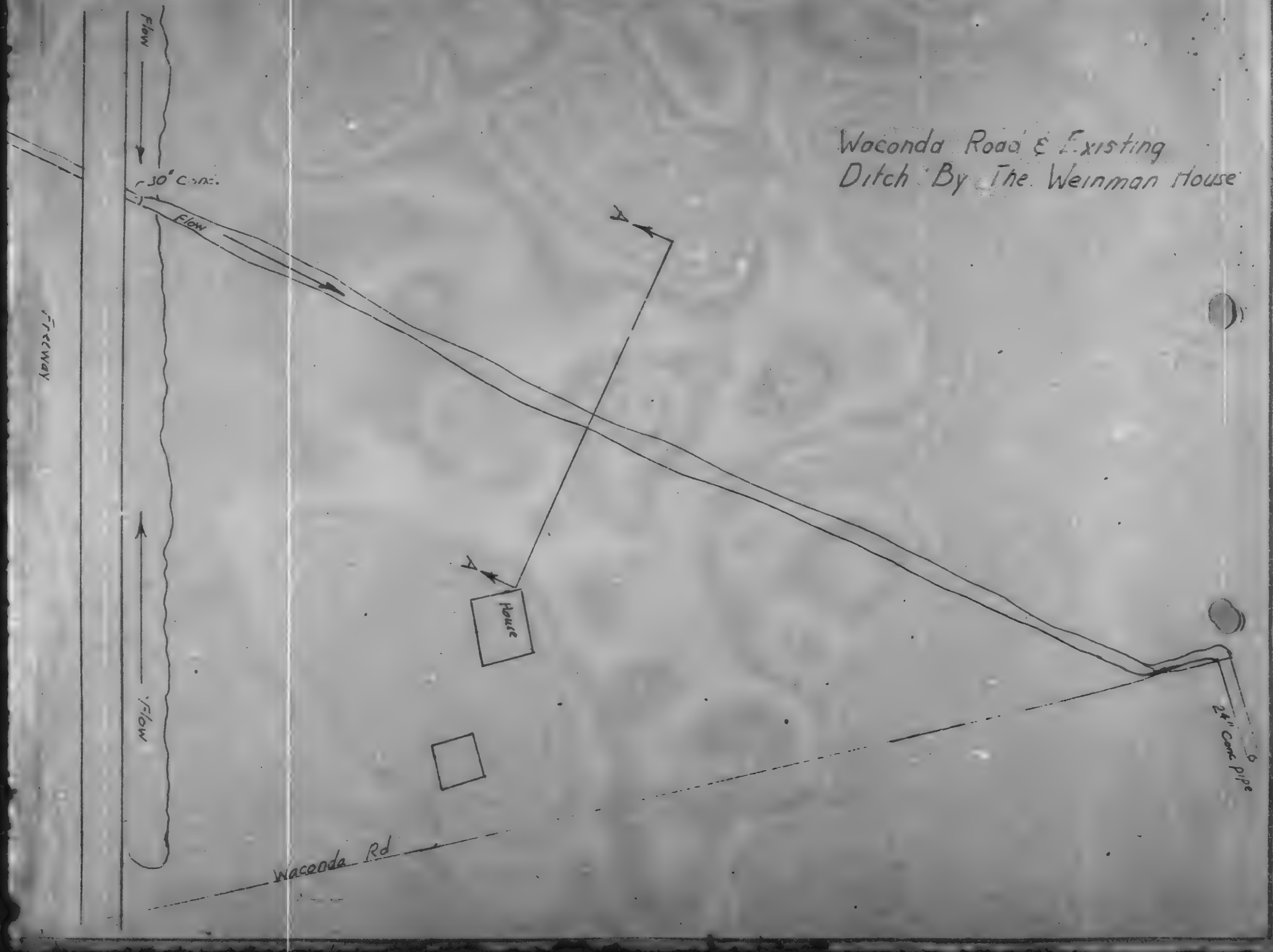
same drainage must cross the Waconda County Road just downstream Mrs. Weinman's property. Therefore, we are taking the liberty sending the Marion County Public Works Department a copy of this tter. We were indeed sorry to hear that more of Mrs. Weinman's roperty was flooded this year and that she had to use the sump pump n her basement. But based on the facts relating to highway involvement with this particular drainage area, we must disclaim responsibility to her problem. If we can provide further information, please advise.

Yours very truly,

GWW/elk
cc: Ted Kuenzi
C. T. Keasey
C. O. Fredrickson
Underwriters Adjusting Co.

Waconda Road & Ex
Ditch By The We

Waconda Road & Existing
Ditch By The Weinman House



PROFILE OF EXISTING & TO BE CONSTRUCTED DITCH
ALONG WEST SIDE OF SOUTH BOUND LANES AT WAGONDA ROAD

E. J. HALL - RESIDENT ENGINEER APRIL 30, 1974

SCALE: 1" = 200' Hor.
5' Vert.

WAGONDA ROAD

Construction

30" Culvert

175

170

1518 1522 1526 1530 1534

PROFILE OF EXISTING & TO BE CONSTRUCTED DITCH
ALONG WEST SIDE OF SOUTH BOUND LANES AT WACONDA ROAD

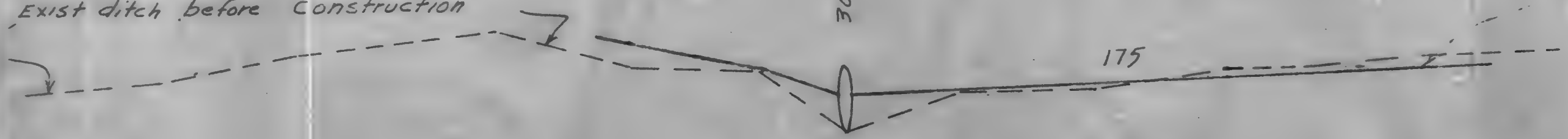
E. J. HALL - RESIDENT ENGINEER APRIL 30, 1974

SCALE: 1" = 200' Hor.
5' Vert.

WACONDA ROAD

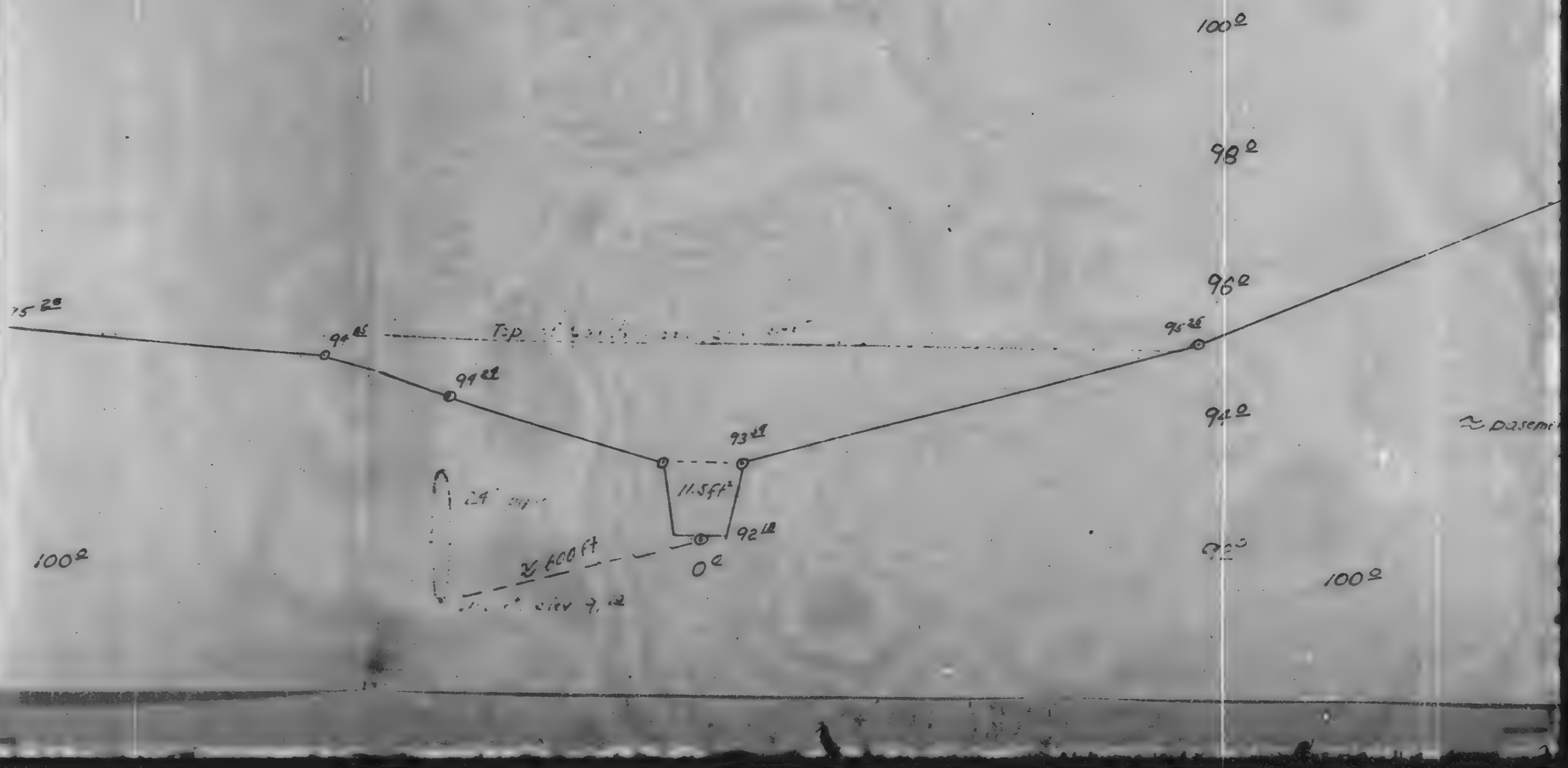
30" Culvert

Exist ditch before Construction



514 1518 1522 1526 1530 1534

Section A-A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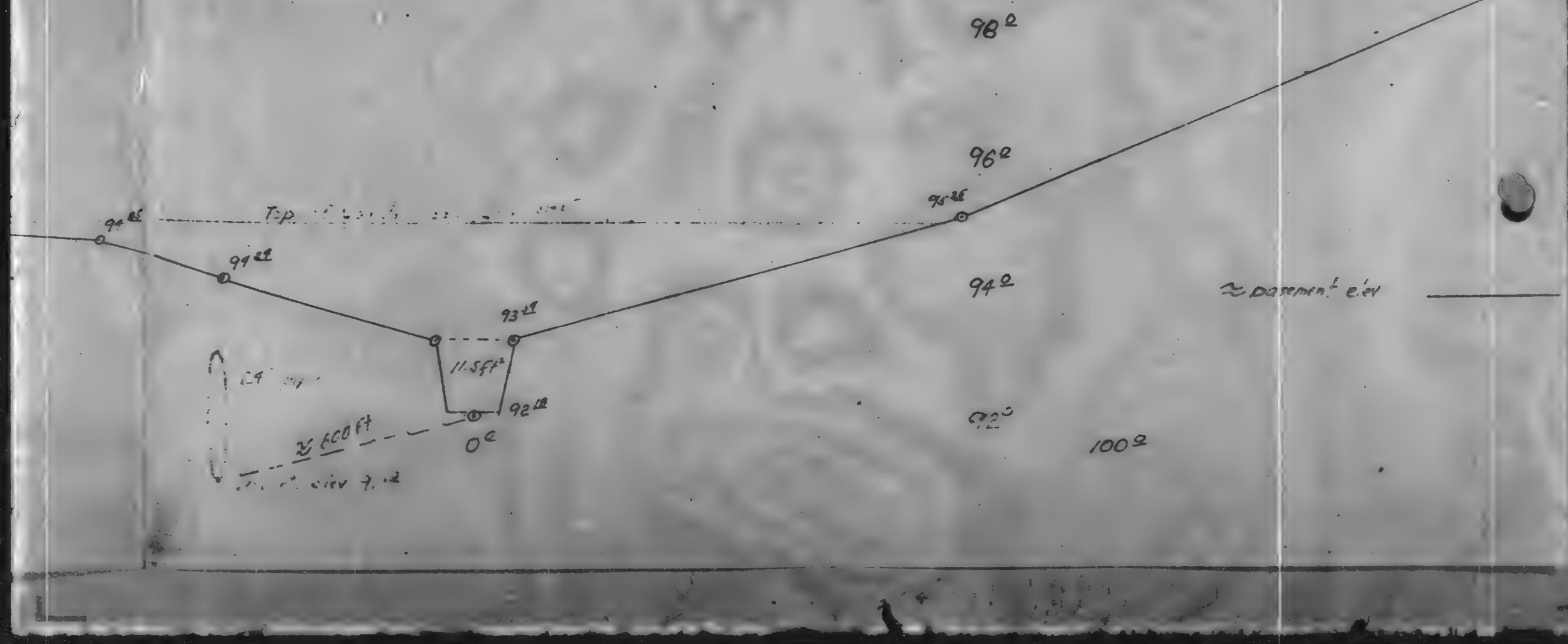
Section A-A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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 2, 1974

TO Fred Klaboe
State Highway
Administrator Engr.

FROM E. J. Hall
Resident Engineer

By: Gary Ross
Asst. Resident Engr.

SUBJECT CLAIM OF MRS. ELSIE WEINMAN

We are enclosing a letter for your signature concerning a claim by Mrs. Elsie Weinman. Our office conducted a thorough survey of the situation and found the problem to be the size of a County culvert and the unusual runoff from heavy storms this winter. We have a 30 inch pipe upstream of the County 24".

I am enclosing the material used in drafting this letter for your information. It should be noted that we have done very little work in this area as of this date.

OREGON STATE
HIGHWAY DEPARTMENT

Salem, Oregon
May 2, 1974

Eichsteadt, Bolland & Engle
Attornerys at Law
345 North Second Street
P.O. Box 355
Woodburn, Ore 97071

Dear Mr. Engle,

In reply to your letter of April 18, 1974 indicating a claim of Mrs. Elsie Weinman I asked our field person to conduct an investigation of the drainage area in question. The results of that investigation show that there has been little change in the runoff pattern that existed before the construction began.

The existing culvert for the drainage ditch behind the questioned property has been extended and covered with a mound of fill. This extention ends at the bottom of the ditch running North and South along the Freeway and in no way obstructs the flow in that ditch.

The flow that existed in the Freeway ditch ran from the Waconda Structure South to the drainage ditch and from approximately 500 feet South of the ditch North. The culvert under the Freeway carried the natural runoff for the ditch as it has been for years. This is still the case.

In order to determine why this problem came about this year we checked with the weather Bureau and found that the rainfall for this winter was 158% of normal. In one month we had 271%. The Weather Bureau indicated that many storms were more intense and of longer duration than the usual for a year. This unusual weather would have produced an abnormal amount of runoff.

There is a 24" culvert on the County road where the drainage ditch crosses. At times of heavy runoff this culvert would back up and in fact during a storm last winter caused the water to flow over the County road. At that elevation the water would probably rise to or above the level of Mrs. Weinmans basement. Therefor even tho we regret the damage sustained by Mrs. Weinmans property it is our conclusion that it was the heavy rains and the existing County culvert that caused the problem and not any construction done on our Contract.

UNDERWRITERS ADJUSTING COMPANY
REGIONAL OFFICE: 100 PINE STREET • SAN FRANCISCO, CALIFORNIA 94111
REPLY TO: 1500 S.W. FIRST AVENUE • PORTLAND, OREGON 97201 / (503) 222-6871

GION & ENGINEER
RECEIVED
APR 30 1974
RTE
FILE
RECEIVED
STATE HWY ENGR
APR 29 '74
REFER TO
FOR
Insp | Invest | R/D | C/R | Jct | File

April 26, 1974

State of Oregon
Highway Department
Public Service Building
Salem, Oregon 97301

RE: Our Insured: Marion County
Claim No: 131-4B 5213 ← USE THIS NUMBER WHEN REPLYING
D/Loss: 1/74 (?)
Policy No: 6357728
Claimant: Elsie Weinman

Dear Sirs:

We are in receipt of a claim against Marion County by Mrs. Weinman relating to flooding which has occurred upon her property at the S. W. corner of the intersection of Waconda Road and Interstate 5, just north of Salem, Oregon. To our knowledge, no such flooding has occurred in that area before resulting in property damage, but Mrs. Weinman is claiming that her damage occurred as a result of the construction of Interstate 5 and the failure on the part of the County to furnish adequately sized culverts for the drainage of water from her property. In other words, she is saying that but for the construction of Interstate 5 a natural water shed would have been maintained, and that by building thereon the natural water flow was disrupted, and that in concert with the construction of the highway the county was negligent in not providing adequately sized culverts for the run-off of water from her property beneath the freeway.

I have not gotten very deeply into this yet, but have requested the County to recheck their records as to any agreements they have with you - or had with you - at the time the Interstate Freeway was constructed as to the installation of culverts and whether you people designated the size and/or location of said culverts, and whether you have knowledge of any prior incidents of this nature in that particular area.

If this matter should continue to the point of litigation

both the State and County will undoubtedly be named as co-defendants. That we cooperate at an early date in the sharing of our communication regarding this matter will be, I think, to our mutual advantage eventually.

The amount of Mrs. Weinman's damage, or alleged damage has not yet been disclosed by her attorney, Robert Engle, nor has he provided us with an exact date of loss.

I would appreciate hearing from you at your convenience.

Yours truly,

Everett Millard

Everett Millard
Adjuster

EM/jm

EICHSTEADT, BOLLAND & ENGLE
ATTORNEYS AT LAW
345 NORTH SECOND STREET
P. O. BOX 355
WOODBURN, ORE. 97071

HAROLD A. EICHSTEADT
MARVIN O. BOLLAND
ROBERT L. ENGLE

TELEPHONE
981-0155
AREA CODE
503

April 18, 1974

VIA CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Administrator
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Claim of Mrs. Elsie Weinman

Dear Sir:

Please be advised that this office represents Mrs. Elsie Weinman, who owns property on the Southwest corner of the intersection of Waconda Road with Interstate 5, being in the vicinity of the right-of-way purchased by you in your file No. 20893.

Mrs. Weinman's claim relates to considerable flooding which has occurred upon this property as a result of road construction. A considerable portion of this property is flooded during wet times of the year and it is now necessary to use a sump pump in the basement of the house due to inadequate culverts which were placed for the removal of the runoff water.

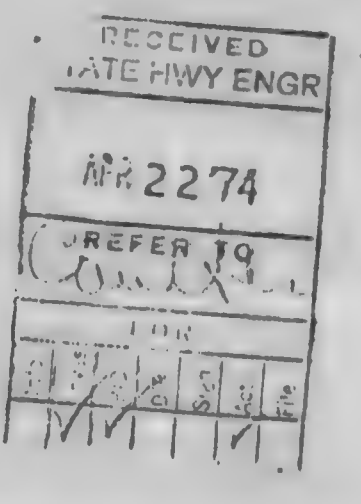
This letter constitutes notice of the claim which will be made for damages occurring to Mrs. Weinman's property as the result of the diversion by the State Highway Department of runoff water and the changing of the natural flow of said runoff water to divert the same upon Mrs. Weinman's property.

A monetary claim will be filed as soon as we have determined the amount of the losses sufferred by Mrs. Weinman.

Yours truly,

ROBERT L. ENGLE

RLE:vrr



APR 24 1974

7866

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 27, 1975

FILE:

NOTED
H. S. COULTER

FROM: Gerald W. Wimer
REGION 2 CONSTRUCTION ENGINEER

SUBJECT: RW File 47046
Eva Case
Woodburn Interchange-
Hayesville Section
Pacific Interstate Hwy.

TO: H. S. Coulter
ASSISTANT STATE HIGHWAY ENGINEER

Resident Engineer E. J. Hall attempted to contact Bruce W. Williams concerning the Eva Case problems on Quinaby Road. This was in accordance with your instructions on the attached May 6, 1975, letter from Mr. Williams. Mr. Williams refused to discuss the problems with Mr. Hall, wanting to speak with either Mr. McCulloch or Mr. Sollis. Mr. Sollis has been advised and requested the attached report.

Mr. Hall's detailed May 20, 1975, report is attached as well as a sketch map, two photographs, and Mr. Williams' April 11, 1974 letter to Right of Way Engineer J. B. Boyd and Mr. Boyd's April 16, 1974, reply.

Another aspect of this complaint is the recent release obtained from her for $2,000 to eliminate the need for landscaping the Quinaby county road fills. A copy of that release is attached as well as Mr. Hall's January 22, 1975, letter and my February 7, 1975, letter leading to that release. The price seems high, but it must have been justified by right of way appraisals.

GWW/db
Attachments
cc: Ed Hall

5-29-75
orig to Sollis
TAA

RECEIVED
MAY 28 1975
Office of
Assistant State Highway Engineer

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem

May 20, 1975

RECEIVED MAY 1975

FILE: ~~624-1039~~

FROM: E. J. Hall
Project Engineer

TO: C. O. Fredrickson
Regional Engineer

SUBJECT: Woodburn Int.-Hayesville
Inter. Section
Pacific Highway - Marion County
Contract #7866
Alleged Damage to Eva Case Property,
R/W File No. 47046

Pursuant to your request, I contacted Attorney, Bruce Williams regarding the alleged damage to the Case property but was informed by Mr. Williams that he wanted to discuss this with Mr. McCulloch or Mr. Sollis. So much for Mr. Williams.

The Case property, basically a homesite, is located on the Southerly side of the Quinaby County Road, approximately 500 feet Easterly of the Easterly freeway R/W line. In reconstructing the approaches to the new structure over the freeway, a strip of additional R/W, of varying width, containing approximately 0.04 acres, along with a permit of entry over a parcel also containing about 0.04 acres was obtained from the Case property by condemnation, Case #78877.

An attached sketch map shows the Case property in relation to the new R/W.. The toe of the new embankment is within 35 feet of the front of the house on one corner and 50 feet on the other corner. The average fill height in front of the house is approximately 14 feet.

The embankment in this area, was constructed to subgrade during the late summer of 1973. A temporary gravel surfaced frontage road was also constructed to provide access to the Case property. A temporary drain ditch was constructed, starting at the Westerly side of the Case property, out to the freeway ditch, to provide for drainage. No further work was attempted due to the heavy fall rains.

During the extremely heavy rainfall that fall and winter (1973-1974), considerable erosion occured on the fill slopes in this area. The material in the embankment is a Willamette River silt, exceedingly fine grain, and when subject to heavy and consistant rainfall, will erode badly. This erosion carried some silty material beyond the toe of the fill, out onto the Case property, particularly causing a problem in the driveway to the garage. As the driveway is the lowest place in the immediate area in front of the house, all water running off the fill and down the frontage road collected at or near the driveway. As there was real danger of water entering the garage or house, we installed, by force account, an inlet in the driveway and piped the water to the open ditch on Westerly side of the property. This alleviated the problem temporarly but numerous times over the winter, it was necessary to get the contractors forces to clean the drain ditch and the inlet. Also, during this same period, we had difficulty in maintaining a gravel surfaced roadway from Quinaby Road to the garage due to the rainfall and soft subgrade.

May 20, 1975

On April 16, 1974 we received the attached letter from Bruce Williams, accompanied by a copy of Mr. Boyds' answer to Mr. Williams.

On April 17, 1974, Ron Busey, Resident Engineer in charge of grading attempted to contact Mr. Williams. The following is an excerpt from Rons' diary for that day. "About 9:15 AM, I received a call from Mr. Ralph Spooner of Bruce Williams office. We discussed the Case property at some length. He wanted to know our drainage plan and what the ultimate plans were for this area and I explained our plans to landscape, construct permanent drainage facility, clean up the silt, and install necessary culverts. After some discussion it was learned that the major thing they were asking for was to get the ditch cleaned along the toe of the fill untill such time as the permanent work was done. He thought this would satisfy his client until she could see the final completion of the work in this area. There was a veiled promise that if the final situation did not meet with their satisfaction a suit would be brought".

The fill slope in front of the Case property was repaired, fertilized, and seeded to grass in September 1974. To prevent any further erosion, it was decided to install jute matting over the entire fill slope across the front of the Case property. This work was performed by Force account at an additional and extra cost of approximately $900.00. Also the guard rail installed along the edge of the fill was extended about 100 feet to cover the fill in front of the Case property. This also was an extra item not originally planned and cost approximately $420.00 extra.

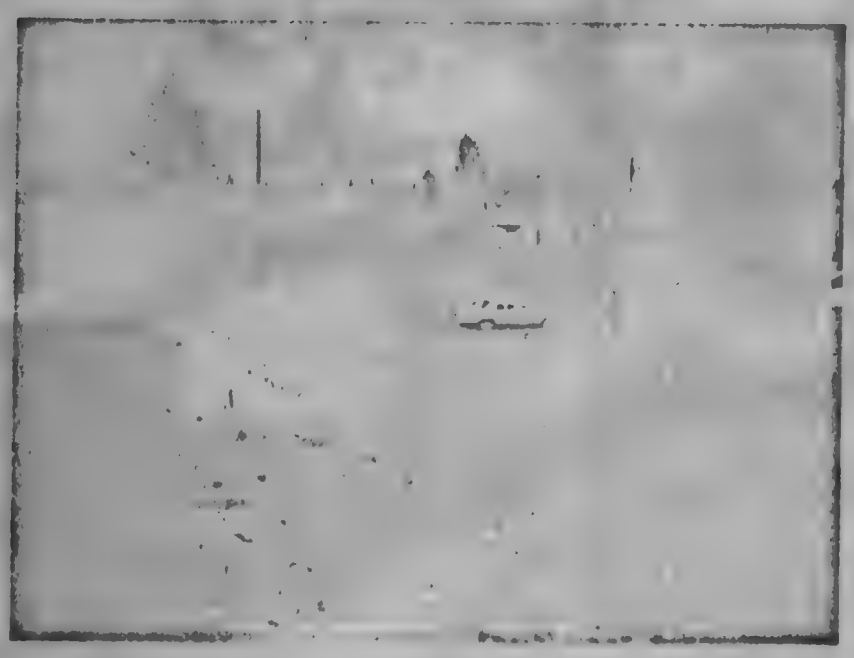
During August 1974 Quinaby roadway was completed and paved. At the same time the frontage road into the Case property was paved with A.C. and connected to the concrete slab in front of the garage. Also at the same time, the frontage road was continued on past the garage to the West for about 50 feet and paved. This provided a paved area for vehicles to back into for a turnaround when leaving the Case property. This also was an extra item of work not originally planned for an extra cost of $150.00.

As of this date, we have two items of work yet to be completed. One, install about 40 feet of A.C. curb on the fill side of the extended frontage road so as to prevent vehicles from backing into the small ditch at the toe of the fill, and second, clean and restore to grade the drainage ditch from Cases West property line to the freeway.

In summation, I would say that Mrs. Case did suffer considerable inconvenience the winter of 1973-1974, but to my knowledge no lasting damage occurred. When the weather conditions were suitable, the permanent work was completed. Other than having to clean the pipe from the inlet once or twice, no problems occurred this past winter, (1974-1975). We have gone far beyond any formal agreements in correcting the situation and we do believe that, barring something unforseen, Mrs Case will have no further trouble with the fill slope or the drainage.

Attached are Poloroid pictures showing the present condition of the Case property.

Eva Case House May 20, 1975
Right-of-Way File 47046
Quinaby County Road
Woodburn Interchange-Hayesville Section
Pacific Interstate Highway



Bruce W. Williams, P.C.
ATTORNEY AT LAW
NINTH FLOOR, CAPITOL TOWER
SALEM, OREGON 97301
TELEPHONE (503) 364-4441

RALPH C. SPOONER
DENNIS J. GRAVES

Contract 7866

RECEIVED
MAY 7 1975
ATTORNEY GENERAL
SALEM, OREGON

47046

May 6, 1975

NOTED
H. S. COULTER

Mr. John R. McCulloch, Jr.
Assistant Attorney General
Department of Justice
106 State Office Building
Salem, Oregon 97310

RE: State vs Eva Case

John:

Mrs. Case was in and signed the agreement relative to releasing the State from any landscaping obligations and also the voucher for payment of the $2,000.

I would like to talk to either you or Mr. Crosley about her other claims for damages due to the faulty construction of the fill and the ditch bordering her property. Would you please advise who I should contact regarding this.

Bill Wms

BRUCE W. WILLIAMS, P.C.

BWW:mj

RECEIVED
MAY 9 1975
Office of
Assistant State Highway Engineer

REFER TO
Region 2
BY ASST. STATE HWY. ENGR.

Please have Ed Hall or appropriate person contact Mr. Williams and submit report thru this office to Jack Sallee

and through its DEPARTMENT OF TRANSPORTATION, Highway Division, hereinafter called "State".

WHEREAS, State, by Judgment Order entered in Circuit Court Case #78877 and dated December 18, 1973, acquired from Owner a parcel of land lying in the Louis Vandale DLC No. 70, Township 6 South, Range 2 West, W. M., Marion County, Oregon, and

WHEREAS, under State's construction plans the fill in front of Owner's property was to have been landscaped, and

WHEREAS, State has not provided said landscaping, and

WHEREAS, Owner for the sum of $2000.00 is willing to release State of any and all obligations in connection with landscaping said area, and

WHEREAS, State has indicated a willingness to give Owner a Land Use Permit to landscape and maintain any landscaping to be placed by Owner on said area.

NOW, THEREFORE, KNOW ALL MEN BY THESE PRESENTS, That Owner, for herself, her heirs and assigns, in consideration of the sum of $2000.00 paid by State does hereby release State, its engineers, officers, agents and employees from all obligations connected with landscaping the fill area and from all claims for damage to Owner's property arising from State's failure to landscape said area. And to enable Owner to landscape said area if she wishes, Owner accepts the Land Use Permit offered by State.

Owner further covenants to and with State, its successors and assigns, that she is the present owner of the adjoining property which is affected by this release and has a legal and valid right to execute same.

Evangeline Case

APPROVED:

Joan L. Salein
Legal Counsel

STATE OF OREGON, County of Marion

May 2, 1975. Personally appeared the above named Evangeline Case who acknowledged the foregoing instrument to be her voluntary act.

Before me:

Bill Wrellen
Notary Public for Oregon

My Commission expires 11-30-76

FILL -- WOODBURN INTERCHGE - HAYESVILLE HWY.

Highway Division
File 47046, L-6894

RELEASE

THIS RELEASE, made and executed this 2 day of May, 1975, by EVANGELINE CASE, hereinafter called "Owner" to the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, Highway Division, hereinafter called "State".

WHEREAS, State, by Judgment Order entered in Circuit Court Case #78877 and dated December 18, 1973, acquired from Owner a parcel of land lying in the Louis Vandale DLC No. 70, Township 6 South, Range 2 West, W. M., Marion County, Oregon, and

WHEREAS, under State's construction plans the fill in front of Owner's property was to have been landscaped, and

WHEREAS, State has not provided said landscaping, and

WHEREAS, Owner for the sum of $2000.00 is willing to release State of any and all obligations in connection with landscaping said area, and

WHEREAS, State has indicated a willingness to give Owner a Land Use Permit to landscape and maintain any landscaping to be placed by Owner on said area.

NOW, THEREFORE, KNOW ALL MEN BY THESE PRESENTS, That Owner, for herself, her heirs and assigns, in consideration of the sum of $2000.00 paid by State does hereby release State, its engineers, officers, agents and employees from all obligations connected with landscaping the fill area and from all claims for damage to Owner's property arising from State's failure to landscape said area. And to enable Owner to landscape said area if she wishes, Owner accepts the Land Use Permit offered by State.

Owner further covenants to and with State, its successors and assigns, that she is the present owner of the adjoining property which is affected by this release and has a legal and valid right to execute same.

Evangeline Case

APPROVED:

Joan L. Dalin
Legal Counsel

STATE OF OREGON, County of Marion

May 2, 1975. Personally appeared the above named

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 16, 1974

Mr. Bruce W. Williams, P.C.
Attorney at Law
Ninth Floor, Capitol Tower
Salem, OR 97301

Dear Mr. Williams:

RE: Mrs. Eva Case, 4000 Quinaby Road, Salem, Oregon

We are sorry your client has experienced inconvenience and problems adjacent to the Quinaby Road bypass. I am requesting Regional Engineer C. C. Fredrickson to have someone from his office immediately investigate the problems which you have brought to our attention.

Mr. Fredrickson is the Regional Engineer in charge of this construction and can be reached at 378-2020.

Very truly yours,

J. E. Boyd
Right of Way Engineer

JEB:JF
cc C. C. Fredrickson /w/ att.
E. J. Hall /w/ att.

RECEIVED
APR 16 1974
OFFICE OF REGIONAL ENGINEER
E. J. HALL
RE ASS'T ASS'T OE FILE TA

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Bruce W. Williams, P.C.
ATTORNEY AT LAW
NINTH FLOOR, CAPITOL TOWER
SALEM, OREGON 97301
TELEPHONE (503) 364-4441

MICHAEL R. SHINN
RALPH C. SPOONER

April 11, 1974

STATE OF OREGON
Highway Division
State Highway Building
Salem, Oregon 97310

Attention: Mr. J. Bruce Boyd
Right-of-Way Engineer

RE: Mrs. Eva Case, 4080 Quinaby Road, Salem, Oregon

Mr. Boyd:

Our client, Mrs. Eva Case, at the above address, is being very inconvenienced and worried about construction next to her property which lies near the Quinaby Road bypass over Interstate 5.

We would ask that some type of investigation be made now of the ditch on the northern portion of her property. The problem has been with us since the first of the rains in October. There is a serious question in our mind as to whether or not she has a claim for inverse condemnation.

The bottom edge of the fill is within 35 feet of her home. There is practically no view from the front of her home and she says the construction crew has moved the stakes several times, and it would appear that the reason for the relocation of the stakes was that the errosion had washed away the previously located stakes.

The silt has washed down and filled the 10 inch cement drainage pipe and as a result, every time it rains, any additional silt is washed onto her lawn, driveway and sidewalk. Mud is tracked into her home, making it impossible to keep it clean.

Water flows onto the property and she has stayed awake several nights to make sure that the water did not enter her garage and damage the freezer but as of yet, the water has not quite made it into the house or garage.

Her rights of ingress and egress have also been affected in that she has backed into the mud, getting her automobile stuck several times, one time actually having to call a tow truck to pull her out.

We would appreciate being contacted by someone from your office relative to the damages she has sustained since last October.

Bruce W. Williams

BRUCE W. WILLIAMS, P.C.

BWW:mj

cc: Mrs. Eva Case
4080 Quinaby Road N.E.
Salem, Oregon 97303

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
February 7, 1975

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Landscape Plans Review
Woodburn-Hayesville Sec.
Pacific Interstate Hwy.

TO: J. H. Versteeg
ROAD DESIGN ENGINEER

Paul Riedl, Skip Spooner, E. J. Hall and I reviewed the subject plans Wednesday, February 5, 1975.

It was agreed this landscape project should be downscoped just like the rest of our projects. The minimum treatment would include median and frontage road headlight glare screening, minimal plantings on median column and guard rail terminal mounds and odd areas including interchanges and County Road Bridge ends, and some scattered trees for color and monotony breakers.

Mr. Spooner has assured us there are no expensive or exotic shrubs or trees proposed. Also that all are hardy and don't require prunning, spraying or other special maintenance.

We did conclude:

1. Roses should be added for headlight glare adjacent to the frontage road Southeast of the Woodburn Interchange.

2. Minimal plantings at the County Road Bridge ends should be included for uniformity with adjacent sections and particularly for this State Capitol entrance. You may find economy dictates otherwise. I believe the estimate was approximately $12,000.

3. The planting of the entire Quinaby County Road Grade Separation fill is not in keeping with the other County Road crossings on this or other projects. Apparently such a planting was pronused for the Southeasterly slope in a condemnation suit. Estimated cost for the entire planting is $15,000. Region Right of Way Supervisor Rod Henry has been instructed to attempt renegotiation. This planting should be removed from the plans.

4. The row of rose bushes at the westerly right of way line from Labish to Chemawa Road except that adjacent to the Labish Frontage Road is unnecessary. If these roses cannot be utilized behind GM Rails, odd areas, etc., the rose purchasing contract should be renegotiated for a lesser amount.

We didn't discuss reduction of the scattered trees, but possibly enough reduction could be made in them to plant the Austin Borrow Pit as you requested in the Design Review Team Field Trip last year. We have not succeeded through our grading contractor. That planting should be included in this landscape project.

Mr. Hall's review of these plans is attached for your further information.

GWW/la
attachment

cc: Al Harwood
Roy Olson
Floyd Lacey
Rod Henry
E.J. Hall

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

REGION 2 ENGINEER
RECEIVED
JAN 24 1975
RE | RCE | RPA | RTE | ROE | ULE | GEO | RSO | ROC | RFE

DATE January 22, 1975

TO C. O. Fredrickson
Regional Engineer

FROM E. J. Hall
Project Engineer

SUBJECT Woodburn Int.-Hayesville Inter. Section
Pacific Highway - Marion County - Contract #7866
Plans Review for Landscape Project

I have reviewed the enclosed preliminary plans for landscaping the subject project and in my opnion, the quantities and areas of landscaping are sufficient to do a reasonably good job with one exception.

Doing a full landscape job on the Quinaby Road fills while ignoring all the other County roads, will, undoubtly cause us to get a lot of flack from the other property owners. Using the plant list shown on the plans and the current estimated prices, it will cost $14,620.00 for the plants and trees, plus other items, such as mulch and fertilizer for a round figure of $15,000.00 to do this work. Apparently we got obligated to do this work by testimony in the Case condemnation trial, but spending $15,000.00 extra on a $4,000.00 case seems a little out of line to me. One, I would recommend we try to buy our way out of this obligation for the cost of doing only the SE Quadrant, or about $3,750.00 to $4,000.00. Rod Henry has suggested we try dealing directly with the property owner and if this is not possible, then drop the matter and do the planting. However, it seems to me we are only obligated to do the planting on the SE Quadrant, which is the only area really visible from the Case property. So, if we can not buy out of the obligation, then I would recommend we plant only the SE fill slope.

7866

R

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: C. W. Head
John Bond
R. Church
C. Barrett

DATE: May 23, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Gordon H. Ball, Inc.
Contract #7866

The following Treasurer's Receipts have been issued to record deposits in lieu of retainage:

Treasurer's Receipt 1570 - Bond #4-16351	$66,000.00
Treasurer's Receipt 1571 - 624,640,657	$19,000.00

This transaction increases the amount on deposit by ~~$85,000.00~~ #16,000.00 2/15. Copies of the above Treasurer's Receipts and letter will be filed in the Contract File in the Commission & Staff Services office.

RJH:njc

NOTED
C. W. HEAD

RECEIVED

81-125-1387

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1570

SAFEKEEPING RECEIPT

Received for Account of Gordon H. Ball, Inc.

Date May 21, 1975

Address P. O. Box 897
Renton, Washington 98055

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit dated May 21, 1975 due June 20, 1975 5.25% U.S. National Bank of Oregon, Ladd & Bush-Salem Branch	#4 163451	part					$ 66,000.00
							$ 66,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7866

Authority ORS 279.575

Countersigned by Emily Robbe
Deputy Cashier

Frank Addleman
State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1571

Received for Account of Gordon H. Ball, Inc.

Address P. O. Box 897
Renton, Washington 98055

Date May 21, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
City of Baker General Obligation Bonds dated 6/1/61 due 6/1/76 3.50%	624 640/657	19	1,000				$ 19,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7866

Authority ORS 279.515

Countersigned by Emily Rohde Deputy Cashier

SPECIAL INSTRUCTIONS

Jean C. Addleman
State Treasurer

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

May 21, 1975

Gordon H. Ball, Inc.
P. O. Box 897
Renton, Washington 98055

Gentlemen:

Enclosed please find State Treasury Department Safekeeping Receipts:

No. 1570, dated May 21, 1975, in the amount of $66,000.00 covering TCD #4 163451 drawn on Salem Branch, U.S. National Bank of Oregon.

No. 1571, dated May 21, 1975, in the amount of $19,000.00, covering City of Baker, G.O. Bonds due 6/1/76.

We have credited State Highway Contract No. 7866.

We have cancelled Safekeeping Receipts No. 1151 and 1553.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: State Highway Division, Attn. Dick Hacek
cc: Donald M. Drake Company

COPY

7866

R

STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: May 20, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Gordon H. Ball
Contract 7866

TCD No. 250687, in the amount of $30,000.00, has been deposited in lieu of retainage on contract 7866. (Safekeeping Receipt 1567).

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

81-125-1367

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

May 19, 1975

Gordon H. Ball, Inc.
P. O. Box 897
Renton, Washington 98055

Gentlemen:

Enclosed please find State Treasury Department Safekeeping Receipt No. 1567, dated May 19, 1975, in the amount of $30,000.00, covering TCD No. 250687, drawn on 1st National Bank of Oregon, Salem Branch.

We have credited State Highway contract No. 7866.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde

Emily Rohde

Enclosure

cc: State Highway Division, Dick Nacok

RECEIVED
MAY 20 1975

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1567

Received for Account of Gordon H. Ball, Inc.

Date May 19, 1975

Address P. O. Box 897
Renton, Washington 98055

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit	# 250687	1	30,000				$ 30,000.00
Dated May 15, 1975 30 day Revolving 30 days after date, and each successive 30 day period thereafter							
1st National Bank of Oregon, Salem Branch							
Wells Fargo Bank, escrow agent UTC #G-714							$ 30,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract #7866

Authority ORS 279.375

Countersigned by Emily Rohde Deputy Cashier

SPECIAL INSTRUCTIONS

Frank Addleman
State Treasurer

7866

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #7866

Salem, Oregon
May 19, 1975

NOTED
H. S. COULTER

FROM: John A. Bond
Construction Administration Engineer

TO: C. O. Fredrickson
Region II Engineer

SUBJECT: Woodburn Int.-Hayesville Int. Sect.
Pacific Highway
Marion County
Contract No. 7866

In response to your April 28 letter regarding the contractor's alleged non-recoverable costs during ordered holiday stop work periods, we believe this type of claim would have to be resisted vigorously. We are not aware of the State having ever recognized any financial obligation in these situations. In addition to the specs. you cite, Section 107.18 (1970) might also apply. We want the least possible obstruction or hazard to traffic.

Holiday shutdowns have been so common that it would be impossible for the contractor to show that the Resident Engineer's order in this case was harsh, or in any way an abuse of his suspension authority. I don't think we need to go into the merit of the money amounts the contractor presented. There would surely be some offsetting cost factors which would tend to increase the contractor's cost of production on some of these days. Productivity would be less in the heavier traffic volumes. The Saturdays involved would probably be higher cost days for labor employed.

We would recommend rejection of the claim as not having a proper basis. If we hear much more of this sort of thing, we may have to add provisions in our specifications to automatically build in some holiday stop work periods. We have been reluctant to do this up to now because it is not needed on many projects.

JAB:fr

cc: H. S. Coulter
C. G. Swenson

RECEIVED
MAY 19 1975
Office of
Assistant State Highway Engineer

7866

R

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: May 16, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Gordon H. Ball
Contract 7866

TCD No. 250682, in the amount of $538,000.00, has been deposited in lieu of retainage on contract 7866. (Safekeeping Receipt 1566).

This replaces TCD Nos. 23762, 237666, 237748, 237800, 250637, which have matured. (Safekeeping Receipts 1433, 1464, 1493, 1520, 1546). The amount on deposit remains the same.

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP;pl

NOTED
C. W. HEAD

81-125-1387

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1566

Received for Account of Gordon H. Ball, Inc.

Address P. O. Box 897, Renton, Washington 98055

Date May 15, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit Dated May 13, 1975 Due Aug. 12, 1975 5.75% Salem Branch, 1st National Bank of Oregon Wells Fargo Bank, N.A. as escrow agent UTC, escrow #3714	#250682	1	538,000				$ 538,000.00
							$ 538,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7866

Authority ORS 279.575

Countersigned by Emily Rohde Deputy Cashier

SPECIAL INSTRUCTIONS

Frank A. Gladden
State Treasurer

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

May 15, 1975

First National Bank of Oregon
Salem Branch
P. O. Box 2049
Salem, Oregon 97308

Attention Douglas McGregor, Vice President

Gentlemen:

We are returning the following Time Certificates of Deposit:

#250637	$ 40,000.00	Dated April 16, 1975
#237800	15,000.00	Dated Feb. 18, 1975
#237746	10,000.00	Dated Jan. 16, 1975
#237666	25,000.00	Dated Dec. 13, 1974
#237621	448,000.00	Dated Nov. 15, 1974

These are all for credit of Gordon H. Ball, escrow No. G-714.

We also acknowledge receipt of TCD #250682, in the amount of $538,000.00 dated May 13, 1975 which will be credited to Gordon H. Ball account.

Please acknowledge receipt of the above described TCD's by signing and returning the duplicate copy of this letter.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: Gordon H. Ball, Inc.
cc: State Highway Division, Attn: Dick Hacek

COPY

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

May 15, 1975

Gordon H. Ball, Inc.
P. O. Box 897
Renton, Washington 98055

Gentlemen:

Enclosed please find State Treasurer's Safekeeping Receipt No. 1566 dated May 15, 1975, in the amount of $538,000.00, covering Time Certificate of Deposit #250682.

We have credited State Highway Contract No. 7866.

This new Receipt cancels Safekeeping Receipts No. 1546,1520, 1493, 1464, and 1433 totaling $538,000.00

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosure

cc: State Highway Division, Attn: Dick Hacek

COPY

7866

R

FORM 81-734-3080

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #7866

Salem, Oregon
May 5, 1975

FROM: John A. Bond
Construction Administration Engineer

TO: C. O. Fredrickson
Regional Engineer
S A L E M

SUBJECT: Woodburn Int.-Hayesville
Int. Section
Pacific Highway - Marion County
Contract No. 7866
Reinforcing Steel - PCC Paving

We have reviewed the question of limiting runs of PCC pavement reinforcing steel in place ahead of paving. We agree with the conclusions set forth in your April 28 letter. The specs. you cite are pertinent and the limitations imposed by the Resident are reasonable. We note particularly the comment in the fourth paragraph of Mr. Hall's April 21 letter to you wherein this subcontractor particularly should have been aware of these circumstances.

Hopefully the modified limitation now in effect with better weather and paving productivity anticipated will avoid a claim confrontation on this item.

JAB:fr

cc: H. S. Coulter

NOTED
H.S. COULTER

RECEIVED
MAY 6 1975
Office of
Assistant State Highway Engineer

15

Salem, Oregon
May 2, 1975

Frank E. Terpin
Final Design Engineer

Ed Hall
Resident Engineer

Sign Shop Drawings
Woodburn Int.-Hayesville Int.
Pacific Highway
Marion County
Contract No. 7866

Enclosed find three sets of approved shop drawings for revised Signs 4, 18 and 86 on the above-named project.

One set should be retained by you for field inspection of the signs, one set forwarded to Ed Rief for shop inspection purposes and one set sent to Coral Corporation for fabrication of the signs.

WGB:we
Attachments
cc: C. T. Keasey
C. O. Fredrickson
W. G. Beard

Coral Corporation
P.O. Box 258
Gladstone, Ore.
97027
Phone: (503) 655-6351

LETTER OF TRANSMITTAL

DATE 4/8/75 | JOB NO. 7866

ATTENTION

RE Woodburn to Hayesville

TO Oregon State Highway Division
Ed Hall, Resident Engineer
P.O. Box 30, Salem, Oregon 97310

GENTLEMEN:

WE ARE SENDING YOU ☒ Attached ☐ Under separate cover via _____ the following items:

☒ Shop drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications
☐ Copy of letter ☐ Change order ☐ _____

COPIES	DATE	NO.	DESCRIPTION
4			Revised Type "A" Sign Shop Drawing

RECEIVED
APR 11
RES ASST INSP INSP OM

THESE ARE TRANSMITTED as checked below:

☒ For approval ☐ Approved as submitted ☐ Resubmit _____ copies for approval
☐ For your use ☐ Approved as noted ☐ Submit _____ copies for distribution
☐ As requested ☐ Returned for corrections ☒ Return 1 corrected prints
☐ For review and comment ☐ _____
☐ FOR BIDS DUE _____ 19____ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS Please forward to the Oregon State Highway Design Division as soon as possible.

RECEIVED

Noted
Gary L. Ross

APR 11
RES ASST INSP INSP OM

RECEIVED
APR 11 1975
OFFICE OF RESIDENT ENGINEER
RE ASST ASST HALL OM FILE TA

COPY TO Gordon H. Ball

SIGNED: Larry Arnold

If enclosures are not as noted, kindly notify us at once.

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

DATE April 14, 1975

PROJECT Woodburn Int. - Hayesville Int.

HIGHWAY Pacific

CONTRACT NO. 7866

TO: Walter J. Hart
Bridge Engineer
Salem, Oregon

BRIDGE NO. Signing

[XXXXX] TRANSMITTED HEREWITH

[ ] UNDER SEPERATE COVER

[ ] Reinforcing Steel
[ ] Structural Steel
[XXX] Other See below
[ ] Hand rail
[ ] Drains or Catch Basins
[ ] Prestressed Beams

APPROVED: SHEET NOS.

APPROVED AS NOTED: SHEET NOS.

RETURNED FOR CORRECTION: SHEET NOS.

REMARKS: Herewith submitted for approval are sign shop drawings for revised type "A" signs. These are for signs 86, 4 & 18.

PLEASE SEND THIS OFFICE 4 COPIES OF CHECKED AND CORRECTED SHEET NOS.

cc: C. O. Fredrickson
E. J. Hall

Truly yours,

RECEIVED
APR 15 1975
BRIDGE DIVISION

Gary L. Root
Resident Engineer
by: Charles F. Hanamura

7866

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: C. W. Head — R. Church
J. Bond — C. Barrett

DATE: April 29, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Gordon H. Ball Inc.
Contract 7866

$45,000.00 of TCD 4-187497 (Safekeeping Receipt 1553) has been deposited in lieu of retainage on contract 7866 to replace TCD 4-180885, $40,000.00, which has matured (Safekeeping Receipt 1533). This results in an increase of $5,000.00 on deposit on this contract.

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

FEB-1987

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1553

Received for Account of Gordon H. Ball, Inc.

Date April 25, 1975

Address P. O. Box 897
Renton, Washington 98055

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit Dated April 21, 1975 Due May 21, 1975 5.75% U.S. National Bank of Oregon, Portland	#4 187497	part	220,000				$ 45,000.00
							$ 45,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7866

Authority ORS 279.375

Countersigned by Emily Rohde Deputy Cashier

SPECIAL INSTRUCTIONS

Frank Addleman
State Treasurer

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

April 25, 1975

Gordon H. Ball, Inc.
P. O. Box 897
Renton, Washington 98055

Gentlemen:

Please find enclosed State Treasurer's Safekeeping Receipt No. 1553, dated April 25, 1975, in the amount of $45,000.00, covering part of TCD #4 187497, drawn on U.S. National Bank of Oregon, Portland.

We have credited State Highway contract No. 7866.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosure

cc: Oregon State Highway Division, Dick Hacek
cc: Donald M. Drake Company, Donald Kane

We have cancelled State Treasurer's Safekeeping Receipt No. 1533, in the amount of $40,000.00

COPY

I-5

Form 81-7.34 .3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 28, 1975

FILE: CON 5 #7866

FROM: John A. Bond
Construction Administration

TO: Gerald W. Wimer
Region Construction Engineer

SUBJECT: Salvaged AC Pavement
Woodburn-Hayesville Section
Pacific Interstate Highway
Contract No. 7866

Confirming information given to your office this morning, please go ahead toward an arrangement with the contractor to stockpile the A.C. removed, if there is no complication in sight as far as the stockpile location is concerned. FHWA is getting an advance draft copy of their Las Vegas report on this subject and hope to have it available within a week. With the keen interest in recycling this material, we will surely find a way to utilize it somewhere.

JAB:fr

cc: J. H. Versteeg
Clarence Gregg

1 Versteeg
A. Olson
Tarpin
Scott
3 Swenson
R. Olson
Trovi

RECEIVED
APR 28 1975
ROAD DESIGN SECTION

Ready
Approval
Receiver Reply
Do not File
Return To
Bring Up
Other

7866

R

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 624-1089

April 28, 1975

Salem, Oregon

FROM: C. O. Fredrickson
REGION II ENGINEER

TO: C. T. Keasey
CONSTRUCTION ENGINEER

SUBJECT: Woodburn Int. - Hayesville Int.
Pacific Highway
Marion County
Contract #7866

We are enclosing a letter from E. J. Hall, Project Engineer on the subject project relative to a request from Gilmore Steel, the reinforcing sub-contractor, to Gordon H. Ball, contractor on the subject contract, for additional compensation for costs incurred by restrictions placed upon their operations by a directive from the Project Engineer to the Contractor on the placement of reinforcing steel for the continuously reinforced concrete pavement. These restrictions were imposed to limit the amount of reinforcing steel placed adjacent to the traffic carrying lanes of the highway in order to limit the amount of hazard to which the traveling public was exposed.

We are also enclosing letters from Mr. Hall, Gordon H. Ball and Gilmore Steel relative to this request. These restrictions are discussed in Mr. Hall's letters to Gordon H. Ball Incorporated dated October 17, 1974 and October 22, 1974. Gilmore Steel's request is based on the fact that the contract plans and specifications do not limit the amount of reinforcing steel which they are allowed to place, and they claim that the restrictions imposed upon their operation by the Resident Engineer have changed the character of the work and entitled them to additional compensation.

Referring to the 1970 edition of the Oregon State Highway Standard Specifications for Highway Construction, Section 107.18 , Public Safety Inconvenience, paragraph 2 states:"the contractor shall at all times so conduct his work as to insure the least possible obstruction or hazard to traffic, the convenience of the general public, and the residents along the highway and the protection of persons and property is of prime importance and shall be provided for by the contractor in an adequate and satisfactory manner." Section 108.04 of the same document, paragraph 2 states: " the contractor shall conduct the work at all times in such a manner and in such sequence as will insure the least interference with traffic. He shall not open up work to the prejudice of work already started and the engineer may require the contractor to finish a portion or unit of the project on which work is in progress or to finish a construction operation thereon before work is started on an additional portion or unit of the project."

RECEIVED

APR 29 1975

Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

This particular project is one which must, due to its very nature, carry a considerable volume of traffic during almost every phase of the construction operation. It is the belief of this office that the project engineer is well within his right to control the work in such a manner as to create the least possible hazard to the traveling public and to restrict the contractor's operation in any way deemed necessary in order to protect those persons using the highway facility. We therefore recommend that this claim be considered invalid and be denied.

Please advise this office of your feelings on this particular claim.

COF:lb

cc: H. S. Coulter
E. J. Hall

7866

R

STATE OF OREGON

INTERCHANGE MEMO

HIGHWAY DIVISION

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: April 18, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Gordon H. Ball, Inc.
Contract 7866

TCD No. 250637, in the amount of $40,000.00, has been deposited in lieu of retainage on contract 7866. (Safekeeping Receipt 1546).

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

81-125.1387

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1546

SAFEKEEPING RECEIPT

Received for Account of Gordon H. Ball, Inc.

Date April 17, 1975

Address P. O. Box 897
Renton, Washington 98055

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit Dated April 16, 1975 Due 30 day revolving 30 days after date, and each successive 30 day period thereafter. 1st National Bank of Oregon, Salem Wells Fargo Bank, escrow agt. G 714	# 250637	1	40,000				$ 40,000.00
							$ 40,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7866

Authority ORS 279.575

Countersigned by Emily Rohde Deputy Cashier

Frank A. Ballou
State Treasurer

SPECIAL INSTRUCTIONS

RECEIVED
APR 18 1975
Contract Accts.

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

April 17, 1975

Gordon H. Ball, Inc.
P. O. Box 897
Renton, Washington 98055

Gentlemen:

Enclosed find Oregon State Treasury Safekeeping Receipt No. 1546, dated April 17, 1975, in the amount of $40,000.00, covering Time Certificate of Deposit No. 250637, drawn on 1st National Bank of Oregon, Salem, Oregon.

We have credited State Highway Contract No. 7866.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosure

cc: State Highway Division; Dick Hasek

RECEIVED
APR 18 1975
Contract Acctg.

COPY

I-5

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

April 9, 1975

Salem, Oregon

Keasey ✓ Sandvig ✓ Harwood ✓ Johnsen ✓ Walker ✓ Berg ✓

RECEIVED APR 11 1975 CONSTRUCTION SECTION

FILE: 624-1089

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Salvaged AC Pavement
Woodburn-Hayesville Section
Pacific Interstate Highway
Contract 7866

TO: C. T. Keasey
CONSTRUCTION ENGINEER

There is approximately 50,000 tons of AC Pavement that must be removed in shoulder trimming from Stage 1. This removal is at the contractors expense. He is also obligated to find a disposal site. However, he is agreeable to the material becoming State property. See the attached copy of the then Project Manager W. D. Hoodenpyle's March 4, 1975 letter.

This salvaged AC material can be reclaimed and utilized on the $2,453,000 project being designed for the Four Corners-WCL Woodburn Section, Hillsboro-Silverton Highway. In doing so it would result in a $404,000 bring the new estimated cost to $2,049,000. See the attached March 14 and March 24 letters and attachments from Region Locating Engineer James E. Chaney.

Such a proposal would not only save $404,000, but it would also be very environmentally acceptable in eliminating a disposal problem and utilizing scarce asphaltic materials with a reduction in haul which would save petroleum. See the addendum to the Four Corners-WCL, Woodburn Section, Environmental Assessment.

Should we not want to elect to so utilize the salvage materials, ourselves, then the Wildlife Commission is interested. See the attached April 1, 1975 letter from their Director John W. McKean It is understood Marion County might also be interested. They will eventually maintain the parking lot and roadways mentioned in Mr. McKean's letter.

Zoning has also been checked. They certainly would have no objection for a conditional use that would be so environmentally acceptable. See Project Engineer E. J. Hall's attached February 7, 1975 memo to the files. Also see Mr. Hall's January 15, 1975 and March 17, 1975 letters for more details. He also attaches a sketch map.

This matter has been carried about as far as it can without some further authorization from your office. The FHWA Area Engineer Paul Riedl is very interested and would likely consider a "demonstration project". It is recommended a formal request be made to him. In the interim we are proceeding with securing an agreement with the Wildlife Commission. Tentatively it only gives the Highway Division through October, 1976 to remove the materials from their St. Louis site otherwise these materials become their property. We also need your approval to conclude an agreement with Gordon H. Ball.

GWW:lb
cc: E. J. Hall

RECEIVED APR 24 1975 ROAD DESIGN SECTION

Keasey ✓ Sandvig ✓ Harwood ✓ Johnsen ✓ Walker ✓ Berg ✓ Swanson ✓ R. Olson ✓ Trout ✓ Jorgensen ✓ Gibson ✓ Hall ✓ Bringing Up ✓ Other ✓

Return To ✓ Do not File ✓ Route for Approval ✓ Route for Signature ✓

WILDLIFE
COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • PH. 229-5551

ROBERT W. STRAUB
GOVERNOR

COMMISSIONERS
ALLAN L. KELLY, Chairman
FRANK A. MOORE, Member
MRS. ALLEN BATEMAN, Member
DAN CALLAGHAN, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

April 1, 1975

Mr. Dave Talbot, Superintendent
State Parks
State Highway Building
Salem, OR 97310

Dear Dave,

This is to inform you we intend to take advantage of another excellent opportunity to save a considerable sum in the development of the St. Louis fish ponds.

The State Highway Division is planning to salvage about 50,000 tons of new asphalt from the temporary widening done while reconstructing the freeway from Salem to Woodburn. This material will be stockpiled and reprocessed on the planned parking lot in the center of the pond area. The reprocessed material will be recycled and used to pave another State Highway. This will result in savings of crushed rock, paving asphalt, diesel fuel and kilowatt hours of electricity, all in short supply.

We will benefit by having the main parking lot elevation raised and graveled or surfaced, the exit road from the main parking lot to the county road developed, and one angler parking lot partially developed.

This plan is contingent upon the Highway Division's securing funds for the highway the recycled material is to be used on. In the event these funds are not obtained, the 50,000 tons of asphalt must still be disposed of. In this event we will negotiate for its disposal on the parking areas and roads which need elevating.

The attached map shows the development work that could be at least partially completed with the Highway Division's cooperation.

I'll keep you informed of the status of this proposal.

Sincerely,

John W. McKean
Director

RECEIVED
APR - 8 1975
OFFICE OF RESIDENT ENGINEER
RE ASST ASST E. HALL OE FILE TA

cc: Ed Hall
Russ Richards

	7' DEEP	ACCUMULATIVE TOTAL
1	25,200	25,200
2	30,750	55,950
3	57,450	113,400
4	50,325	163,725
5	54,325	218,050
6	29,400	247,450
7	59,700	307,150
8	37,125	344,275
9	61,100	405,375
10	63,700	469,075
11	60,675	529,750
12	43,050	572,800
13	60,200	633,000
TOTAL		

File: 124-1462

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE March 24, 1975

TO C. O. Fredrickson
Region II Engineer

Attn: Gerald Wimer
Regional Const. Engr.

FROM by Don Thurston
James E. Chaney
Regional Locating Engineer

SUBJECT Four Corners-WCL (Woodburn Hillsboro-Silverton Highway)
Marion County
Cost Investigation

A preliminary cost estimate for the subject project was prepared on this date. Typical section includes 1½" Class "C" Mod. wearing course, 6"asph. base course, lime treated shoulders as shown on attached typical section. This estimate also includes $66,400.00 for widening and raising both Champoeg Creek Structures and $37,500.00 for a new structure at Senecal Creek.

A cost of $988,000 was computed for the asphalt items involved in the 6" asphalt base course. This cost is based on new materials. The total estimated cost of the project would be $2,453,000.

As per conversation with Ed Hall, we estimated that using reclaimed A.C. for the 6" base course would save approximately 30% for that portion of the work.

A 30% reduction would reduce the base course item to $692,000.00. The net reduction in the total project due to this change would be $404,000.00. The total estimated cost as based on using the reclaimed material would be $2,049,000.00

cc: Ed Hall
file

JEC/DWT/bn

Attch:

624-1089

FORM 2-10

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE March 17, 1975

TO C. O. Fredrickson
Regional Engineer

FROM E. O. Hall
Project Engineer

SUBJECT Woodburn Int.-Hayesville Inter. Section
Pacific Highway - Marion County - Contract #7866
Re-cycling of Salvaged A.C. Pavement

Shoulder trimming of Stage I on the subject project will produce approximately 50,000 tons of salvaged A.C. pavement, principally Class "B", and varying in thickness from 2-5 inches. This material will have only been in place from a year to a year and a half. According to the Special Provisions of the Contract, this surplus A.C. becomes the property of the contractor to dispose of in a manner satisfactory to the Engineer.

We are now proposing that the State obtain this salvaged A.C. and recycle it for use on another State Highway Project.

We knew the Contractor was having trouble finding a suitable disposal area for this A.C., so the State has offered to furnish them a disposal site adjacent to the project, with the condition that they use the site for disposing of the major portion of the salvaged material. They agreed verbally to do this and confirmed it with the attached letter dated March 4, 1975. If it is felt we should have a more firm committment, we could try again.

The Wild Life Commission through Mel Cummings, Lands Supervisor, has verbally agreed that the Highway Division can use about 5 acres of the proposed central parking lot at the St Louis Warm Water Fisherie for a disposal and recycling plant site. Use of the site to start June 1, 1975 and terminate by October 31, 1976. According to the terms of the agreement between the Wild Life Commission and Marion County, the County will be constructing and maintaining the parking areas. We have discussed this re-cycling plan with Ted Kuenzi, Assistant County Public Works Director and he stated the County would be agreeable to the States use of the parking area, only requiring that any roadway constructed into the plant site to be built on the planned alignment for the final developement of the County Park. Rod Henry is presently negotiating some type of formal agreement with the Wild Life Commission and Marion County for the State's use of the site.

Form 81.7.14.3023

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 14, 1975

FILE: 124-1462

FROM: James E. Chaney
REGION LOCATING ENGINEER

TO: Ed Hall
RESIDENT ENGINEER

SUBJECT: Reclaimed Asph. Conc. Pavement
Four Corners-WCL (Woodburn)
Hillsboro-Silverton Hwy
State Hwy No. 140
FAS No. 102
Marion County

We are presently working up a cost estimate and quantity summary for the subject project. The project will involve lime treating the existing shoulders, and overlay of the existing pavement to provide a 32 foot paved surface.

The project runs from M.P. 30 to M.P. 36+. Some improvement of the intersections is being proposed. Using the length of project plus 5,600' additional for intersections, the calculated quantity of reclaimed asphalt pavement required would be 50,000 tons. This amount of asphalt concrete would be 6 inches deep, 32 feet wide as shown on the attached typical section.

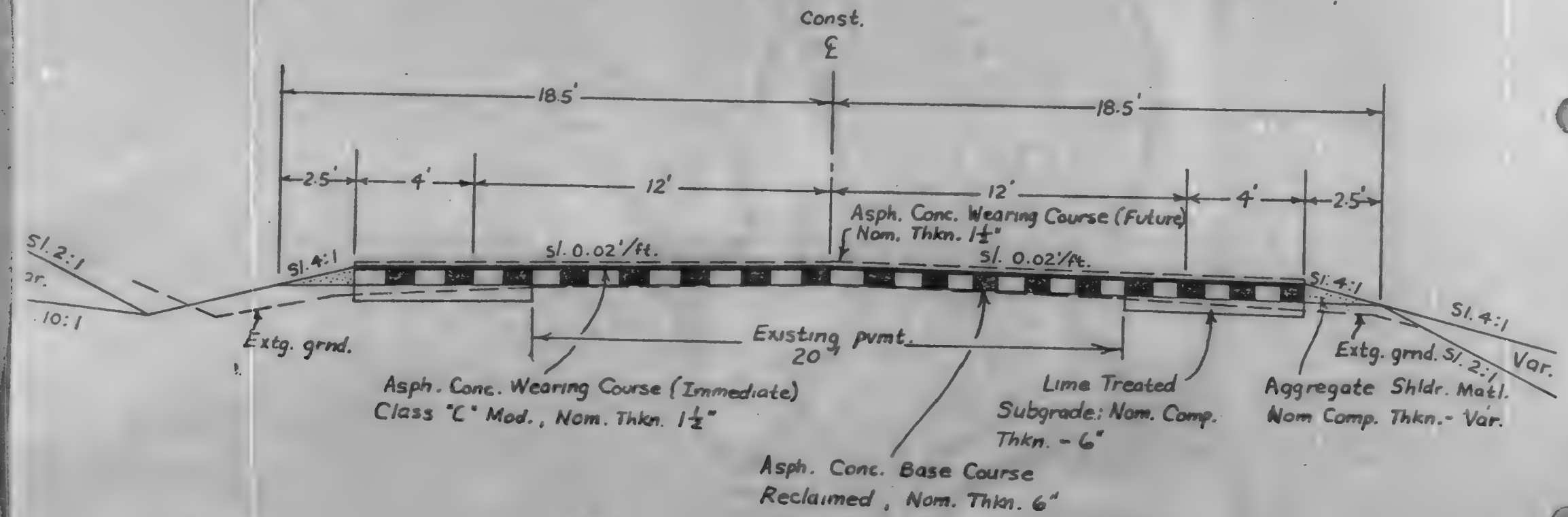
The base design shown on the attached typical was received from Clarence Gregg on February 28, 1975.

JEC:DWT:jm

Attachments

cc: C. O. Fredrickson
file

RECEIVED
MAR 17 1975
OFFICE OF RESIDENT ENGINEER
E. J. HALL
JRG ASS'T ASS'T OE FILE TA.


Const.
℄
18.5'
18.5'
2.5'
4'
12'
12'
4'
2.5'
Asph. Conc. Wearing Course (Future)
Nom. Thkn. 1½"
Sl. 4:1
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 4:1
Sl. 2:1
ar.
10:1
Extg. grnd.
Existing pvmt.
20'
Sl. 4:1
Var.
Extg. grnd. Sl. 2:1
Asph. Conc. Wearing Course (Immediate)
Class "C" Mod., Nom. Thkn. 1½"
Lime Treated
Subgrade: Nom. Comp.
Thkn. - 6"
Aggregate Shldr. Matl.
Nom Comp. Thkn.- Var.
Asph. Conc. Base Course
Reclaimed, Nom. Thkn. 6"

ADDENDUM

Four Corners-Woodburn Section
Hillsboro-Silverton Highway
Marion County

Material source and special construction methods for surfacing.

It is the intention of the O.S.H.D. to recycle approximately 50,000 tons of used surfacing that will have to be removed from a nearby project. The recycling process will require a stockpile site for storage of the raw materials and for a plant set up area. The proposed site for this purpose is a material source that is presently being excavated for the Woodburn-Hayesville project and is being developed in accordance with plans coordinated with the Oregon State Fish commission and Marion County, in which defined areas are being excavated to create warm water fishing ponds and at the same time, leave other areas for access roads, paths, parking, and a park site.

The proposed plan is to stockpile the material to be recycled in the area that is to be developed into the park site, where there is also room to set up the recycling plant. It is intended that the recycling process will be completed within one year after which the stockpile and plant set up area will be returned to a condition suitable for developing into a park. The surfacing material to be salvaged would be truck hauled to the stock pile site on temporary haul roads that are presently being used to haul sand and gravel from the excavations. At the time the stock piled material is recycled, it would be truck haulded from the plant on a route that is proposed for future access roads to the park site. Beyond the proposed park and fish pond area, county roads would be utilized for the balance of the haul to the project site.

An application for a conditional use permit to operate an asphalt plant within an E.F.U. (exclusive farm use) zone is being processed for the proposed project. The proposed stockpile and and plant site is located west of Pacific Highway I-5 between Salem and Woodburn, and is approximately 3.4 miles south of Woodburn. The closest residence is approximately $\frac{1}{2}$ mile northwest of the proposed plant site. The patented recycling plant utilizes a heat exchange system to process the materials and it is claimed that smoke and dust from the process is minimized in comparison to an open flame heating system. Consequently, it is not anticipated that except for the temporary increase in truck traffic on the county road there will be any significant impacts created by the stockpiling of used surfacing material and the recycling process.

Gordon H. Ball, Inc.

March 4, 1975

Ed Hall, Resident Engineer
Oregon State Highway Division
P.O. Box 300
Salem, Oregon 97302

Woodburn - Hayesville Section
Contract 7866 - Job 513 Salem
DISPOSAL AREA AT ST. LOUIS FOR DEBRIS

Dear Ed:

This letter is to confirm our conversation of March 3, 1975 concerning a disposal area for the debris from the obliteration of a portion of the Stage I paving which will occur during Stage III as shown on sheet 2E of the contract drawings.

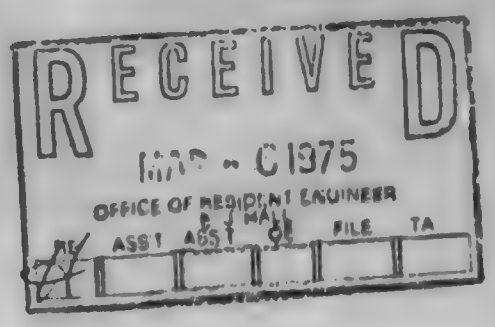
As we discussed any area set aside within St. Louis pit would be acceptable to us as a disposal area and it would be our intention to utilize any designated area for this purpose.

Sincerely yours,

GORDON H. BALL, INC.

William D. Hoodenpyle
Project Manager

BH:kp
cc: Renton
File



LOCATION COST ESTIMATE AND QUANTITY SUMMARY

PRELIMINARY COST ESTIMATE 3/24/75

SECTION Four Corners-WCL Woodburn UNIT OR PART _____ Sheet 1 of 3

HIGHWAY Hillsboro-Silverton PREFIX 124-1462 COUNTY Marion

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
	110	Mobilization	L.S.	3%		184.200
	111a	Temporary Protection & Direction of Traf.	L.S.	10%		55.650
	111b	Temporary Signs	sq. ft.	1,110	9.00	9,990
	111c	Temporary Barricades Type 3	each	2	500.00	1,000
	111i	Temporary Concrete Barriers - Lighted	lin. ft.	500	9.00	4.500
	111m	Temporary Plastic Safety Markers	each	120	9.80	1.17
	111o	Flagmen	hour	1,000	12.50	12.500
	111p	Pilot Car	hour	400	15.00	6.000
	201	Clearing & Grubbing	L.S.			750
	202	Removal of Structures & Obstructions	L.S.			8.870
	203	Embankment in Place	cu. yd.	26.000	6.00	156.000
	206	Trench Excavation	cu. yd.	114	10.00	1.140
	222	Finishing Roadbed & Slopes	mile	6.65	1,500.00	9.975
	224	Obliteration of Old Roadway	sq. yd.	250	1.00	250
	304	$\frac{3}{4}$ - 0 Aggregate Base	ton	4,600	6.00	27.600
	307	Lime Treated Subgrade	sq. yd.	51,586	0.50	25.793
	307b	Lime Treated Subgrade	ton	580	75.00	43.50
	401.82	Class "B" Asphaltic Concrete	ton	52.000	12.50	650.000
	401.82	Class "C" Modified Asphaltic Concrete	ton	12,200	13.50	164.700
	401.82	Asphalt Cement in Mix	ton	4,300	100.00	430,000
	407	Asphalt in Tack Coat	ton	44	130.00	5.720
	500	Structures				
		Raising & Widening E. Champoeg Bridge	L.S.			33.400
		Raising & Widening W. Champoeg Bridge	L.S.			33.400
		Double Box Culvert-Senecal Creek	L.S.			37,467
		Lengthening Existing Box Culvert	L.S.			3,012

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

PRELIMINARY COST ESTIMATE 3/24/75

SECTION Four Corners-WCL Woodburn UNIT OR PART _____ Sheet 2 of 3

HIGHWAY Hillsboro-Silverton PREFIX _____ COUNTY _____

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
	504	Structured Concrete - Class A	cu. yd.	233.3	175	40.828
	505	Reinforcement	lb.	16,690	0.70	11,683
	603	8" Culvert Pipe	lin. ft.	10	7.00	70
	603	12" Culvert Pipe	lin. ft.	770	8.00	6.160
	603	15" Culvert Pipe	lin. ft.	10	9.50	95
	603	18" Culvert Pipe	lin. ft.	40	12.00	480
	603	48" Culvert Pipe	lin. ft.	20	32.00	640
	603	36" x 60" Culvert Pipe	lin. ft.	20	32.00	640
	606a	Guard Rail Type 3	lin. ft.	300	20.00	6,000
	606a	Guard Rail Type 2A	lin. ft.	1,500	10.00	15,000
	606c	Guard Rail Anchors Type 1	each	6	350.00	2.100
	606d	Extra for Guard Rail Bridge Connection	each	8	325.00	2.600
	606e	Rail End Pieces Type B	each	6	60.00	360
	6063	Rail End Pieces ,ype C	each	6	130.00	780
	607	Type 2 Fence	lin. ft.	1,000	3.00	3,000
	610.82	Extra for Asphalt Approaches	each	83	100.00	8,300
	610.83	Asphalt Curbs	lin. ft.	1,000	1.75	1,750
	623	Guide Posts	each	200	10.00	2,000
	642 & 645	Permanent Signing	L.S.			10.000
	681	Roadside Seeding & Mulching	acre	3	600.00	1.800
	401.82	Portland Cement in Modified Cl. C A.C.	ton	122	60.00	7.320
		SUBTOTAL				2.026.199

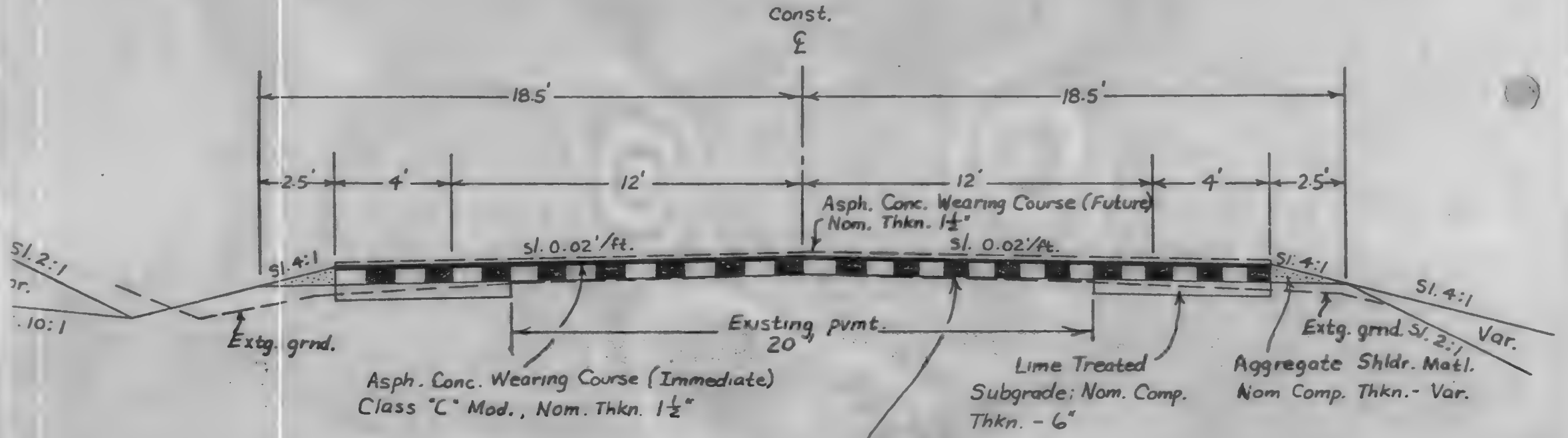
LOCATION COST ESTIMATE AND QUANTITY SUMMARY

PRELIMINARY COST ESTIMATE 3/24/75

SECTION Four Corners-WCL Woodburn UNIT OR PART _____ Sheet 3 of 3

HIGHWAY Hillsboro-Silverton PREFIX 124-1462 COUNTY Marion

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
		ADDITIONAL ANTICIPATED ITEMS				
		Move Mailboxes	each	80	35.00	2,800
		Temporary Striping				500
		Permanent Striping				4,600
		Utilities				10,000
		SUBTOTAL				2,044,099
		ENGINEERING & CONTINGENCIES				488,820
		TOTAL				2,452,919



TYPICAL SECTION
Four Corners-WCL Woodburn
Hillsboro-Silverton Highway
Marion County

524-1089

FORM P 70

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE February 7, 1975

TO MEMO TO THE FILES

FROM E. J. Hall
Project Engineer

SUBJECT Woodburn Int.-Hayesville Inter. Section
Pacific Highway - Marion County - Contract #7866
Zoning Requirements, Experimental Reprocessing A.C.

I contacted Mel Cummings, Lands Supervisor, Wild Life Commission, regarding the States use of about 4 to 5 acres of the St. Louis Fish Pond area to stockpile and later reprocess salvaged A.C. from the subject project. I gave him a time table of stockpiling in late fall of 1975 and reprocessing and cleaning up the site by fall of 1976. Mel thought this could be arranged but will get back to me after discussion with his people.

I also discussed the zoning requirements for a reprocessing plant with Randy Curtiss, Secretary of the Marion County Planning Commission and he says this will require a "Conditional Use" on the area in question. However he thinks as it would definitly be temporary in nature and environmentally popular as a recycling and energy saving thing, it would be approved. He also mentioned that the less populated area we could find would obviously be the easiest to get approved. Application for Conditional Use should be filed 10 to 12 weeks in advance of earliest date of anticipated use.

EJH:RB

E.J. Hall

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE January 15, 1975

REGION 2 ENGINEER
RECEIVED
JAN 17 1975
RTE ROE
ULE GEO RSO RCC RFE

TO C. O. Fredrickson
Regional Engineer

FROM E. J. Hall
Project Engineer

SUBJECT Woodburn Int.-Hayesville Inter. Section
Pacific Highway - Marion County - Contract #7866
Salvaged A.C. Pavement

Reference is made to Milo H. Barker letter of 1/9/75 and G. W. Wimer letter of 1/13/75, subject saving money.

Originally the subject project had approximately 6,500 cy of P.M.A.B. and 21,053 tons of A.C. to be removed in shoulder trimming Stage I to the final Section. After revising the project to the Safety Shoulder Plan, which widened Stage I paving 2 feet and increased the shoulder depth to 5 inches, the revised quantities are a need for 1100 cy of P.M.A.B. instead of an excess, and a surplus of approximately 51,560 tons of Class 'B' A.C. According to the Special Provisions of the contract, this surplus A.C. becomes the property of the contractor to dispose of in a manner satisfactory to the engineer.

At various times since starting work on the contract, I have discussed disposal of this surplus material with the contractor and to my knowledge, they have not as yet determined how or where they can dispose of it. I had promised the previous Project Manager I would investigate State Highway use of the material. At the time of our last discussion I was thinking of the possibility of using this material as fill widening for the contemplated project South of Hayesville.

It has been bothering me all along that we plan to discard this A.C. material, which if it could be reused again, would in place somewhere have a dollar value of about $9.00 a ton or around $464,000.00. Undoubtly, reprocessing costs would be high if run through a machine and relaid, however, over the years I, and many others, have built sections of near perfect grade out of salvaged A.C., using only a cat and a blade.

With the high cost of crushed rock and asphalt, plus the asphalt shortage, I recommend we take another look at salvaging this A.C.

FEB - 5 REC'D

cc C T Keasey – Paul Reed is interested in a "Demonstration Project." Jim Chaney is considering "Four Corners – Woodburn" if that isn't enough. Woodburn – Mt Angel is another possibility. E. J. Hall is looking for suitable stretches for this salvaged paving
cc E. J. Hall
Jim Chaney
E L Peyton
Your Surface Inventories please

We have prepared an application for a conditional use permit to cover operations of an asphalt plant in an Exclusive Farm Use Zone, which will be filed with the Marion County Planning Commission as soon as the signatures of the appropriate people of the Wild Life Commission are obtained. Target date is to file by April 16, 1975 and the final answer can be obtained by June 3, 1975. We have discussed this application with Randy Curtiss, Director of the Planning Commission, and he thinks as it would be temporary in nature and environmentaly popular as a re-cylcing and energy saving plan, the request would be granted. An environmental assessment prepared by Eddie Welsch, is attached.

It is proposed to use the re-cycled material on the Four Corners-Hillsborogh Silverton Highway Project, State Highway 140. A typical section for that proposed project is attached along with a letter from James E. Chaney, Region Locating Engineer, explaining planned use of the re-cycled A.C.

Based on the available data from a re-cycling project in Nevada in 1974, the per ton cost for re-cycling should be 25-30% less than the cost of using new material. The re-cycled material used in the Nevada experiment was 15 years old, while the A.C. material here has only been in place a very short time, which should lower the re-cycling costs as very little softening agent and additional asphalt will have to be added to the re-cycled mix.

Attachments:

Addendum;Environmental Impact Statement
letter; Jim Chaney to E. J. Hall 3-14-75
Typical Section;- 4 Corners-Silverton Hillsborough Highway
letter;Gordon H. Ball, Inc. to E. J. Hall
Memo to the files; E. J. Hall
letter; C. O. Fredrickson from E. J. Hall
Sketch Map, Developement Plan; St Louis Warm Water Fisheries

7866

R

Claim # 4928

FILED
APR 3 1975
CLAY MYERS
SECRETARY OF STATE

RECEIVED
APR 3 8 55 AM '75
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
~~TOM McCALL~~
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

April 2, 1975

Northwest Protective Coatings, Inc.
P. O. Box 11261
Portland, Oregon 97211

Attention: Clyde T. Novack
President

NOTED ON CARD
4-4/3

Gentlemen:

This is to acknowledge receipt of your Notice of Claim advising us that Coral Corporation owes you for labor and materials in the amount of $3,705.65. You state this is in reference to the Gordon H. Ball, Inc., Contract No. 7866, Woodburn Interchange-Hayesville Interchange Section of the Pacific Highway in Marion County.

The Argonaut Insurance Company and the American Insurance Company furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:js

cc Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025

American Insurance Company
Attention: Fidelity & Surety Dept.
921 S.W. Washington St.
Portland, Oregon 97205

Gordon H. Ball, Inc.
P. O. Box 897
Renton, WA 98055

Emil J. Sederstrom
Gordon H. Ball, Inc.
P.O. Box 513
Salem, OR 97308

NOTED
C. W. HEAD

bc Hon. Clay Myers - Please acknowledge receipt of attached claim on the enclosed copy of this letter.

Northwest Protective Coatings, Inc.

SPECIALIZING IN THE APPLICATION OF BITUMINOUS AND VINYL PRODUCTS • SAND BLASTING • PAINTING

7818 N. E. 13TH AVENUE | TELEPHONE BUTLER 5-4631 | P. O. BOX 11261 | PORTLAND, OREGON 97211

March 28, 1975

NOTICE OF CLAIM

To: Oregon State Highway Department; Gordon H. Ball, Inc.; Argonaut Insurance Co.; and American Insurance Co.

NOTICE is hereby given that the undersigned, Northwest Protective Coatings, Inc., has a claim for labor and materials furnished to Coral Corporation in connection with sign bridge painting relative to the Woodburn-Hayesville Project (sign bridge - OSHD No. 7866) in the sum of $3,705.65, against the bond taken from Gordon H. Ball, Inc., general contractor and principal and Argonaut Insurance Co. and American Insurance Co., sureties.

This claim is made pursuant to ORS 279.526 and is given within ninety (90) days from the date on which claimant performed labor and furnished materials with respect to the performance of said project.

NORTHWEST PROTECTIVE COATINGS, INC.

By _____
Clyde T. Novick, President

RECEIVED
COMMISSION & SERVICES
DEPARTMENT OF TRANSPORTATION

7866

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: C. W. Head — Contract Payments
J. Bond — C. Barrett

DATE: March 25, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT:

TCD 4-180885 has been deposited in lieu of retainage, replacing matured securities, on the contracts listed below:

Contract	Contractor	Matured Security Rect. No.	Matured Security Amt.	New Security Rect. No.	New Security Amt.	Net Increase
7937	Drake	1274	30,000			
7937	Drake	1396	10,000			
7937	Drake	1524	80,000	1534	120,000	0
7741	Drake	--	--	1532	10,000	10,000
7866	Ball	1273	15,000			
7866	Ball	1523	20,000	1533	40,000	5,000
Total			155,000		170,000	15,000

A copy of the Safekeeping Receipt and transmittal letters will be filed, in the applicable contract files, in the Commission and Staff Services office.

JP:pl

01-125-1367

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1533

Received for Account of Gordon H. Ball, Inc.

Date March 24, 1975

Address P.O. Box 897
Renton, Washington 98055

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit U.S. National Bank of Oregon, Portland Dated March 20, 1975 Due April 21, 1975 5.75%	4-180885	part	170,000				$ 40,000.00
							$ 40,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7866

Authority ORS 279.375

Countersigned by Emily Lohde
Deputy Cashier

SPECIAL INSTRUCTIONS

State Treasurer

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

March 24, 1975

Gordon H. Ball Company, Inc.
P. O. Box 897
Renton, Washington 98055

Gentlemen:

Enclosed please find Oregon State Treasurer's Safekeeping Receipt No. 1533, dated March 24, 1975, in the amount of $40,000.00.

We have credited State Highway Contract No. 7866.

This new Safekeeping Receipt cancels receipts No. 1523 and No. 1273.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde

Emily Rohde

Enclosure

cc: State Highway Department, Dick Hacek
cc: Donald M. Drake Company

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1534

Received for Account of Donald M. Drake Company

Date March 24, 1975

Address 1740 N. W. Flanders Street
Portland, Oregon 97209

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit U.S. National Bank of Oregon, Portland Dated March 20, 1975 Due April 21, 1975 5.75%	4-180885	part	170,000				$ 120,000.00
							$ 120,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by Emily Rohde Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1532

Received for Account of: Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Date: March 24, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit U.S. National Bank of Oregon, Portland Dated March 20, 1975 Due April 21, 1975 5.75%	4-180885	part	170,000				$ 10,000
							$ 10,000

Purpose of Deposit: In lieu of retainage on State Highway Contract No. 7741

Authority: ORS 279.575

Countersigned by: Emily Rohde — Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

March 24, 1975

Donald M. Drake Company
1740 N.W. Flanders Street
Portland, Oregon 97209

Attention: Donald B. Kane

Gentlemen:

Enclosed is Oregon State Treasurer's Safekeeping Receipt No. 1532 dated March 24, 1975, in the amount of $10,000.00. We have credited State Highway contract No. 7741

Also enclosed is Oregon State Treasurer's Safekeeping Receipt No. 1534, dated March 24, 1975, in the amount of $120,000.00. We have credited State Highway contract No. 7937.

As per your instructions we are returning the following securities:

	#7866	#7937
TCD # 4-180742	$20,000.00 /523	$ 80,000.00 /524
Mult-Clack Co. UHSD U2-20 Jt. Bonds No. 123/125,(5,000 each)	15,000.00 /273	
Port of Astoria Bond No. 391/420 1,000.00 each		30,000.00 /274
Wash. Co. SD #48 Bonds No. 169/70 5,000.00 each		10,000.00 /396
	$35,000.00	$120,000.00

The above cancels State Treasurer's safekeeping receipts #1524, #1274, and #1396 account of Donald M. Drake. No. 1523 and No. 1273 account of Gordon H. Ball, Inc.

We are also enclosing our invoice in the amount of $2.40 to cover the cost of returning bearer bonds to you.

Kindly acknowledge receipt of the above securities by signing and returning the duplicate copy of this letter.

Very truly yours,
JAMES A. REDDEN, State Treasurer

By:
Emily Rohde

Enclosures
cc: State Highway Divsn., Dick Hacek

COPY

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 624-1089

Salem, Oregon

March 4, 1975

FROM: G. W. Wimer ORIGINAL SIGNED BY GERALD WIMER
REGION II CONSTRUCTION ENGINEER

TO: Ed Hall
RESIDENT ENGINEER

SUBJECT: Median Berms
Woodburn-Hayesville Section
Pacific Interstate Highway
Contract 7866

Attached are February 24 and 28, 1975, letters from Construction Field Engineer A. C. Harwood and a February 25, 1975, letter from Road Design Engineer J. H. Versteeg all concerning the subject matter.

The intent of these letters is to change the skew of the berm that you were previously instructed to construct at Concomily Road on a trial basis. The intent now is to skew in the opposite direction. This would place the leading edge on the far side of the median and the trailing edge on the near side of the median.

The side slope is also to be a constant 3 to 1 and the height 5 feet.

As quickly as you have such a mound constructed, please advise so a further review can be made to determine if that particular configuration should be utilized on the remainder of the median columns needing protection.

GWW/db
Attach.
cc: J. H. Versteeg
Al Harwood

P. S. Mr. Harwood's February 28, 1975, letter also contained information relative to the slope paving. See my separate March 4, 1975, letter relative to that matter.

Versteeg
A. Olson
Simpin
Scott
Swenson
T. Olson
Trout

RECEIVED
MAR 1975
ROAD DESIGN SECTION

7866

STATE OF OREGON
HIGHWAY DIVISION

INTER[illegible]CE MEMO

TO: C. W. Head
J. Bond
Contract Payments
C. Barrett

DATE: February 28, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Gordon H. Ball Co. Inc.
Contract 7866

TCD 4-180742 (Treasurer's Receipt 1523) in the amount of $20,000.00 has been deposited in lieu of retainage on contract 7866.

A copy of the Safekeeping Receipt and the transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

81-125-1387

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1523

SAFEKEEPING RECEIPT

Received for Account of Gordon H. Ball Company, Inc.

Address P. O. Box 897, Renton, Washington 98055

Date February 26, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit U.S. National Bank of Oregon, Portland Dated 2/21/75 Due 3/24/75 5.75%	4-180742	Part	100,000				$ 20,000.00
							$ 20,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7866

Authority ORS 279.375

Countersigned by Emily Rohde, Deputy Cashier

Frank Ballou
State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

February 26, 1975

Gordon H. Ball Company, Inc.
P. O. Box 897
Renton, Washington 98055

Gentlemen:

Enclosed please find Oregon State Treasury Safekeeping Receipt No. 1523 dated February 26, 1975, in the amount of $20,000.00 covering T.C.D. number 4-180742, drawn on U.S. National Bank of Oregon, Portland, Oregon.

We have credited your State Highway contract No. 7866.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

ER

Enclosure

cc: Oregon State Highway Divsn, Attn: Dick Hacke
cc: Donald M. Drake Co., Portland, Oregon

COPY

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS / DEVELOPERS
AC 503 226-3081

February 21, 1975

Copy of Request

Mr. Merle Crowe, Cashier
Treasury Department
State of Oregon
Salem, Oregon 97310

Dear Merle:

We mailed today, under seperate cover, a $100,000 certificate of deposit drawn on the United States National Bank of Oregon. This deposit should be allocated as follows:

Contract $20,000	#7866	Woodburn
80,000	#7937	S. Tigard

Please credit the $20,000 amount to the account of Gordon H. Ball Company, Inc. Please furnish me with a safekeeping receipt at your convenience.

In addition we would appreciate your returning to us the following municipal bonds:

Jackson County	8D549C	$15,000
Toledo		5.000
Marian	UHSD #5	10,000

Sincerely,

DONALD M. DRAKE COMPANY

Donald B. Kane
Vice President - Finance

DBK:jal
cc: C. E. Payton, P.O. Box 30, Salem, Ore.
Mr. Maurice Payne, 12949 S. W. Pacific Hwy. Tigard, Ore.
Highway Devision, Construction Section, Salem, Oregon
Gordon H. Ball, Inc., Box 897, Renton, Wash. 98055

7866

I-5

Salem, Oregon
February 25, 1975

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

Gerald Wimer
Regional Construction Engineer

Median Column Berms
Woodburn Int.-Hayesville Sec.
Pacific Highway

Your letter of February 6, 1975, and Mr. Harwood's letter of February 24 refer to the construction of median column berms. We are agreeable to skewing the column mounds so that the leading edge is the furthest away from the approaching traffic. I understand that Ed Hall is constructing one on the Concomily structure with this configuration in mind.

I would suggest that the finished height of the mounds should be 5' above finished grade at the edge of the paved shoulder. I also suggest that 3:1 slopes on the face of the mound parallel to the traffic seems appropriate.

We would appreciate knowing how the mound treatment on the Concomily structure turns out and if it seems to offer maximum protection to the highway users.

JHV:jh

cc: C. T. Keasey
D. H. Moehring

Versteeg
A. Olson
Turpin
Scott
Swenson
R. Olson
Trout

RECEIVED
FEB 25 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, OR

February 24, 1975

FROM: A. C. Harwood
Construction Field Engineer

SUBJECT: Woodburn-Hayesville Intch.
Contract No. 7866

TO: Hal Versteeg
Road Design Engineer

We briefly discussed mounding to protect bridge columns on the subject project.

After talking to you I checked with Ed Hall as to what if anything is being planned for skewing the axis of mounds on the Woodburn-Hayesville project. Ed indicated, based on plans from your office, he was proceeding with construction of a mound at Concomily road skewed with the leading and of the mound nearest the approaching travel lanes then angling away.

I am in agreement skewing the mound should enhance protection offered by the mound; however I feel it should be skewed the other way. My concern is vehicles leaving the roadway in advance of the mound would be directed into oncoming traffic by the slope of the mound. A vehicle approaching the column would have less time to correct before breaking over the crest of the mound. In attempting correction after crossing the mound axis a vehicle would have to overcome "adverse super" of the slope of the mound.

My suggestion is a skewed mound be constructed but it be skewed the opposite way to what is planned. That is the mound be farthest away from approaching travel lanes. This configuration would tend to redirect a vehicle back into its lane of travel. It would require a vehicle to mount the 4.1 side slope of a mound if it hits the column where as skewed as planned a vehicle could follow up the relatively flat slope of the axis.

ACH:mk

624-1089

I-5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE February 20, 1975

TO C. O. Fredrickson
Regional Engineer

FROM E. J. Hall
Project Engineer

REGION 2 ENGINEER
RECEIVED
FEB 21 1975
RE RCE RME RTE ROE
UIE GEO RSO ROC RFE

SUBJECT [redacted] Section
[redacted] Marion County - Contract #7866
Landscape Plan

Attached hereto is a copy of Sheet 2A from the proposed landscape project, Woodburn Int.-Hayesville Inter. Section.

This office recommends that no lane closures be allowed on the proposed project. The current construction project, when completed will have a 10 foot wide shoulder on the outside and a 15 foot wide shoulder on the median side, so the contractor can perform all his work from the shoulder area without a lane closure. This will not only reduce interference with traffic but will reduce the costs of Temporary Protection and Direction of Traffic.

cc Hal Terstegg w/ Sheet 2a Plans
Please consider, Region recommends
A Kinio

1 Verstueg
A. Olson
3 Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
FEB 25 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

REFERRED TO
Board NSB Reed
Cole Sample
Eriksen Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

7866

CON J

(REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

February 20, 1975
Salem

SUBJECT: Gordon H. Ball Inc.
Contract 7866

To: C. W. Head
J. Bond
V. Gallagher
C. Barrett

From: R. J. Hacek
Accounting Systems Officer

Treasurer's Receipt #1520 (TCD 237800 - $15,000.00) is a notice of a deposit in lieu of retainage on contract 7866.

A copy of the Treasurer's Receipt and letter will be filed (in the contract file) in the Commission and Staff Services office.

CRP:pl

SP 52478-784

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1520

Received for Account of Gordon H Ball Inc.
P.O. Box 897
Address Renton Wash. 98055

Date Feb. 19, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.E.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit First National Bank, Salem dated Feb. 18, 1975 Wells Fargo Bank as escrow agent UTC G-714 30 days revolving	237800	1	15,000				15,000.00
							15,000.00

RECEIVED
FEB 20 1975
Contract Acctg.

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7866

Authority ORS 279.575

Countersigned by _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
[redacted]

February 19, 1975

Gordon H. Ball Inc.
Post Office Box 897
Renton, Washington 98055

Gentlemen:

Enclosed please find Oregon State Treasury safekeeping receipt number 1520, dated February 19, 1975, in the amount of $15,000.00 covering T.C.D. number 237800 issued by First National Bank of Oregon, Salem, Oregon.

We have credited your State Highway contract number 7866.

Very truly yours,

[redacted]

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED
FEB 20 1975
[redacted]

COPY

7866

624-1089

REGION 2 ENGINEER
RECEIVED
FEB 20 1975
RTE ROE
UTE RFE

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

Salem, Oregon
February 18, 1975

Gordon H. Ball, Inc.
P.O. Box 513
Salem, Ore 97308

Woodburn Int.-Hayesville
Inter. Section
Pacific Highway - Marion County
Contract #7866
P.C.C. Pavement - Sta 184-+80 ± - 1843+80 ±

Attn: W. D. Hoodenpyle
Project Manager

Dear Bill,

This is to notify you that the section of P.C.C. pavement, Sta 1841+80 ± to 1843+80 ± was inspected today and the surface texture and grooving is considered to be in reasonable close conformance to the Contract Specifications. Payment for this section of pavement will appear on your February monthly estimate.

Very truly yours,

E. J. Hall
Project Engineer

cc: C. O. Fredrickson

cc: Scott Coulter-✓

RECEIVED
FEB 24 1975
Office of
Assistant State Highway Engineer

7866

I-5

(REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 13, 1975

SUBJECT: [redacted]tion
Roadside Improvement

To: J. H. Versteeg
Road Design Engineer
Building

Merle Anderson is making another study of the project and will review it in the field on February 2, 1975. His purpose is to see if it can be downscoped more.

The original estimate of roses required was for 19,000 which were contracted for under a growing contract. A decision was made to pave about 2800' of the median after the rose growing contract was let. This left us with about 700 plants over. We will review and pick areas where these plants can be used to advantage.

If the planting at Quinaby Road is eliminated there will be additional savings.

Should we include the Austin Road borrow area with the landscape project?

Original estimate was $520,000

Latest estimate is $393,500

Roy E. Olson
Landscape Engineer

REO:bw

cc: E. S. Hunter
Al Harwood
Floyd Lacey
Rod Henry
E. J. Hall

1 Versteeg V
A. Olson
Terpin
[redacted]
Swenson
R. Olson
Trout

RECEIVED
FEB 14 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

Form 81-724.2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

February 7, 1975

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Landscape Plans Review
Woodburn-Hayesville Sec.
Pacific Interstate Hwy.

TO: J. H. Versteeg
ROAD DESIGN ENGINEER

Paul Riedl, Skip Spooner, E. J. Hall and I reviewed the subject plans Wednesday, February 5, 1975.

It was agreed this landscape project should be downscoped just like the rest of our projects. The minimum treatment would include median and frontage road headlight glare screening, minimal plantings on median column and guard rail terminal mounds and odd areas including interchanges and County Road Bridge ends, and some scattered trees for color and monotony breakers.

Mr. Spooner has assured us there are no expensive or exotic shrubs or trees proposed. Also that all are hardy and don't require prunning, spraying or other special maintenance.

We did conclude:

1. Roses should be added for headlight glare adjacent to the frontage road Southeast of the Woodburn Interchange.

2. Minimal plantings at the County Road Bridge ends should be included for uniformity with adjacent sections and particularly for this State Capitol entrance. You may find economy dictates otherwise. I believe the estimate was approximately $12,000.

3. The planting of the entire Quinaby County Road Grade Separation fill is not in keeping with the other County Road crossings on this or other projects. Apparently such a planting was pronused for the Southeasterly slope in a condemnation suit. Estimated cost for the entire planting is $15,000. Region Right of Way Supervisor Rod Henry has been instructed to attempt renegotiation. This planting should be removed from the plans.

RECEIVED
FEB 10 1975
ROAD
DESIGN
SECTION

4. The row of rose bushes at the westerly right of way line from Labish to Chemawa Road except that adjacent to the Labish Frontage Road is unnecessary. If these roses cannot be utilized behind GM Rails, odd areas, etc., the rose purchasing contract should be renegotiated for a lesser amount.

We didn't discuss reduction of the scattered trees, but possibly enough reduction could be made in them to plant the Austin Borrow Pit as you requested in the Design Review Team Field Trip last year. We have not succeeded through our grading contractor. That planting should be included in this landscape project.

Mr. Hall's review of these plans is attached for your further information.

GWW/1a
attachment

cc: Al Harwood
Roy Olson
Floyd Lacey
Rod Henry
E.J. Hall

624-1089

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

REGION 2 ENGINEER
RECEIVED
JAN 24 1975
RE | RCE | RTE | ROE | ULE | GEO | RSO | RCC | RFE

DATE January 22, 1975

TO C. O. Fredrickson
Regional Engineer

FROM E. J. Hall
Project Engineer

SUBJECT Woodburn Int.-Hayesville Inter. Section
Pacific Highway - Marion County - Contract #7866
Plans Review for Landscape Project

I have reviewed the enclosed preliminary plans for landscaping the subject project and in my opnion, the quantities and areas of landscaping are sufficient to do a reasonably good job with one exception.

Doing a full landscape job on the Quinaby Road fills while ignoring all the other County roads, will, undoubtly cause us to get a lot of flack from the other property owners. Using the plant list shown on the plans and the current estimated prices, it will cost $14,620.00 for the plants and trees, plus other items, such as mulch and fertilizer for a round figure of $15,000.00 to do this work. Apparently we got obligated to do this work by testimony in the Case condemnation trial, but spending $15,000.00 extra on a $4,000.00 case seems a little out of line to me. One, I would recommend we try to buy our way out of this obligation for the cost of doing only the SE Quadrant, or about $3,750.00 to $4,000.00. Rod Henry has suggested we try dealing directly with the property owner and if this is not possible, then drop the matter and do the planting. However, it seems to me we are only obligated to do the planting on the SE Quadrant, which is the only area really visible from the Case property. So, if we can not buy out of the obligation, then I would recommend we plant only the SE fill slope.

7866

624-1089

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

Salem, Oregon
February 7, 1975

REGION 2 ENGINEER
RECEIVED
FEB 10 1975
ULE GEO RLO RWC RFE

Gordon H. Ball, Inc.
P.O. Box 513
Salem, Ore 97308

Woodburn Int.-Hayesville
Inter. Section
Pacific Highway - Marion County
Contract #7866
P.C.C. Pavement - Sta 1841+80-1843+80

Attn: W. D. Hoodenpyle
Project Manager

Dear Bill,

This will acknowledge receipt of your letter of February 5, 1975 in which you state that the section of pavement referred to above has now been repaired where necessary to bring this section within the Specifications set forth by the Oregon State Highway Division. You also asked for an inspection of this section of pavement to determine its acceptability with regard to finish and surface texture.

Today the Asst. State Highway Engineer in charge of Operations, the Region Engineer, Region II and the writer inspected this section of pavement. It was decided that the surface texture and the existing longitudenal grinding does not meet the Special Provisions of the contract, "Final Finish 450. 46 (c).

To conform to the Specifications, the grooving for surface texture will have to be constructed transversely to centerline. In lieu of the average texture as determined by the reference block, the State will accept grooving, with the grooves being 1/8"-3/16 inches in width, 1/8-3/16 inches in depth and 5/8"-3/4" center to center. These dimensions could be varied slightly to fit a particular machine, but we would require prior approval for any major change.

Traffic will not be permitted on this section of pavement until it is brought into conformity with the Special Provisions of the contract.

Very truly yours,

E. J. Hall
Project Engineer

cc: C. O. Fredrickson

cc: Scott Coulter

RECEIVED
FEB 24 1975
Office of
Assistant State Highway Engineer

Gordon H. Ball, Inc.

February 5, 1975

Ed Hall, Resident Engineer
Oregon State Highway Division
P.O. Box 513
Salem, Oregon 97310

Woodburn - Hayesville Section
Contract 7866 - Job 513 Salem
PCC PAVEMENT PLACED 12-10-74

Dear Ed:

Reference is made to our recent discussions concerning the section of PCC pavement, Sta. 1841+80 to 1843+80 SB, placed on the afternoon of December 10, 1974.

As of this date, we have completed the repairs which we felt were necessary to bring this section within the specifications set forth by the Oregon State Highway Division. We hereby request that at your earliest convenience, an inspection be made of this section of pavement to determine its acceptability with regard to finish and surface texture.

Sincerely,

GORDON H. BALL, INC.

William D. Hoodenpyle

William D. Hoodenpyle
Project Manager

WDH:kp
cc: Renton
File

FEB -6 REC'D

A DILLINGHAM COMPANY
P.O. BOX 513 SALEM OREGON 97308 TELEPHONE (503) 393-3160

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 624-1089

Salem, Oregon

February 6, 1975

ORIGINAL SIGNED BY GERALD WIMER

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

TO: Memo to the Files

SUBJECT: Median Column Berms
Woodburn Interchange-
Hayesville Section
Pacific Interstate Highway
Contract #7866

The attached December 5, 1974, letter from Project Engineer, E. J. Hall to Gordon H. Ball, Incorporated, instructs that a slightly different mound configuration be constructed around one of the median columns, namely, at the Concomley structure. This new mound configuration is detailed on the attached sheet.

This new mound configuration has its center line skewed across the median with the leading nose closest to the approaching traffic and the trailing end further away from traffic. The theory being that if a vehicle leaves the roadway, it does so at a flat angle and should be either to the right or left of this median berm center line and with the side slopes, will shear away from the column.

Another possibility has been discussed with Road Design Engineer, J. H. Versteeg. He will have his Assistant, Frank Terpin consider the alternative; namely, skewing in the opposite direction. That is, with the leading edge on the far side of the median and the trailing edge closest to traffic.

1 [illegible]
[illegible] A. [illegible]
2 T. Terpin
[illegible] Holt
[illegible] Swenson
[illegible] R. Olson
[illegible] Trout

RECEIVED
FEB 10 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receive Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

GWW/elk
Attach.
cc: C. T. Keasey
Hal Versteeg
E. J. Hall
Jack Sollis

OREGON STATE HIGHWAY DIVISION

Salem, Oregon
December 5, 1974

REGION 2 ENGINEER
RECEIVED
DEC 6 1974
RE | RCE | RME | RTE | ROE
ULE | GEO | RSO | ROC | RFE

Gordon H. Ball, Inc.
P.O. Box 513
Salem, Ore 97308

Woodburn Int.-Hayesville
Inter. Section
Pacific Highway - Marion County
Contract #7866
Mounds at Structure Column in Median.

Attn: W. D. Hoodenpyle
Project Manager

Dear Bill,

Sometime ago we discussed with Al Curran a change in the mound configuration at the median column, Concomley structure. We are enclosing two prints of a mound that the State would like constructed at Concomley in lieu of the one shown on the contract plans. After this new type mound is completed, it will be judged for effectiveness and beauty and a decision made as to its adoption on this and other projects.

The mound shown on the plans would require approximately 410 Cy of borrow material, while the revised mound will require slightly more, approximately 520 Cy of borrow material total.

This work will be paid for under Bid Item #8, Borrow Excavation.

Very truly yours,

E. J. Hall
Project Engineer

cc: C. O. Fredrickson

7866

OREGON STATE HIGHWAY DIVISION

MATERIALS SECTION
SALEM, OREGON 97310

NOTED
H. S. COULTER

February 6, 1975

Mr. W. J. Stephenson
Engineer of Materials & Tests
Utah State Dept. of Highways
757 West 2nd South
Salt Lake City, UT 84104

Dear Mr. Stephenson:

Thank you for the cost comparison for inspection of welds using ultrasonics vs using radiographs. A $7,500 difference is certainly significant.

I believe one of the criteria cited by Boyd Zollinger for using ultrasonic inspection was that the inspector had to be thoroughly qualified and acceptable to both the state and the fabricator. It is also my recollection that Boyd was hesitant to accept the available commercial inspectors as meeting the criteria. This would be one of the major obstacles to using ultrasonic inspection in Oregon. We haven't had completely acceptable experiences with commercial inspectors and we don't have sufficient experienced state personnel to handle a major project.

Nevertheless, I think we ought to figure out a way to give ultrasonics a trial with our personnel to see how it goes. Thanks for your help.

Sincerely,

JOHN C. JENKINS
Engineer of Materials

cc: H. S. Coulter w/encl.
E. S. Hunter w/encl.
W. J. Hart w/encl.
L. O. Miller w/encl.

RECEIVED
FEB 7 1975
Office of
Assistant State Highway Engineer

UTAH STATE DEPARTMENT OF HIGHWAYS
MATERIALS AND TESTS DIVISION
757 West 2nd South
Salt Lake City, Utah
84104

RECEIVED
FEB 3 1975
MATERIALS DIVISION
OFFICE

January 29, 1975

John C. Jenkins
Engineer of Materials
Oregon State Highway Division
Highway Building
Materials Section
Salem, Oregon 97310

Dear Mr. Jenkins:

In early 1974 Boyd Zollinger had a telephone conversation with you in which it was agreed to make a comparison between the actual cost of inspecting the welds on Contract 7866 radiographically and the cost of the same job if the welds would have been inspected ultrasonically.

The following is that comparison:

Number of welds inspected 567

I.	Radiographs	
	a. 788 @ $10.00 each	$ 7,880.00
	b. 520 hrs. Labor @ 5.46/hr.	2,839.20
		$10,719.20
II.	Ultrasonics	
	a. 1/2 hr. each for 567 welds is 283.5 hrs. @ $6.00/hr.	$ 1,701.00
	b. Labor for 283.5 hrs. @ $5.46	1,547.91
		$ 3,248.91
III.	Difference	$ 7,470.29

According to these figures ultrasonics is 30.3% of the cost of radiographic inspection. This percentage is slightly higher than normal because one-half hour was used as the time to inspect each weld when we have found the actual time to be approximately 20 minutes. In our experience with ultrasonics it has been

determined that 25-30% is a closer figure over several projects.

Cost is not our only consideration, however, but we believe ultrasonic inspection to be far superior to that of radiographic inspection.

If we can be of further assistance let us know.

Sincerely,

W. J. Stephenson,
Engineer of Materials & Tests

BZollinger/md

7866

Robert M. Straub
XXXXXXXXXXX

February 5, 1975

Mr. W. D. Moodenpyle
Project Manager
Gordon H. Ball, Inc.
P. O. Box 513
Salem, OR 97308

bc F. B. Klaboe
H. S. Coulter
C. T. Keasey
C. O. Fredrickson
E. J. Hall
Jack Sollis

Dear Sir:

Woodburn Interchange-Hayesville Interchange
Pacific Highway, I-5
Contract No. 7866

The request from Tri-M Erectors, Inc., second tier subcontractor on the subject project, for price relief on the reinforcing steel and post-tensioning materials in the structures has been reviewed thoroughly by all levels of administration in the Highway Division.

Under the Standard Specifications, the Special Provisions for this project and under existing Oregon laws, based on an opinion from our Attorney General, we have no legal basis for making an adjustment of the prices bid for the materials and work in question. For your information, a copy of the Attorney General's opinion is enclosed.

As Chairman of the Claims Review Board for the Highway Division, I find nothing in the record to indicate that a further review by the full board would change the denial of this request as indicated in Resident Engineer E. J. Hall's June 28, 1974 letter to your company.

Although we are sympathetic to the problem which exists throughout the construction industry on many construction materials, our hands are tied and there is no way in which relief can be offered unless you have information which might alter the Attorney General's opinion. Lacking any such information, I must confirm the denial of the request and consider the matter closed.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

Enc.

CTK:fr ja

FORM 61 734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #7866

Salem, Oregon
December 27, 1974

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Woodburn Int.-Hayesville Int.
Contract No. 7866
Steel Price

TO: Gerald W. Wimer
Region Construction Engineer
SALEM

Your December 16 letter has been discussed briefly with Jack Sollis and with the Chairman of the Claims Review Board. There is simply no authority for the State to renegotiate the contract items involved here. I find no concensus that this is properly a Claim Review Board matter, and no expectation that the Board could possibly respond with other than another declining of the request.

On the other hand, I don't believe it is an issue that can be resolved or terminated at the field level. You are welcome to try further, but I believe the better response at this stage would be from our top administration.

JAB:fr

cc: Jack Sollis
H. S. Coulter
A. E. Johnson

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STATE HWY ENGR
DEC 27 '74
REFER TO
FOR
Inves | R/D | D/R | Sign | Act | File

624-1089 L

Tri-M Erectors, Inc.

Reinforcing Steel Contractors

22650 - 85th Place So. Phone UL 2-6464
KENT, WASHINGTON 98031

November 12, 1974

REGION 2 ENGINEER
RECEIVED
DEC 6 1974
RE RCE RME RTE ROE
ULE GEO RSO ROC RFE

Donald M. Drake Company
4185 Brooklake Road, N. E.
Salem, OR 97305

Attention: Mr. Peter deC Ebert

Gentlemen:

Re: Woodburn and Hayesville Interchange
Oregon State Highway Contract No. 7866

On April 23, 1974, a claim was submitted by Tri-M Erectors, Inc., to Donald M. Drake Company for their submission to the Oregon State Highway Department. This claim was a "price relief request" based on price increases of reinforcing steel subsequent to the execution of the subject contract.

On June 28, 1974, the Oregon State Highway Department responded to the claim of Tri-M Erectors, Inc., with a denial. This denial was predicated on an Attorney General's opinion that the State of Oregon does not have authority to amend or cancel existing contracts entered into with individual contractors through the competitive bidding process to relieve a contractor from severe economic hardship caused by extreme cost escalations or difficulty in obtaining materials which were unforeseen when the bid was made and accepted."

It is the position of Tri-M Erectors that the Oregon State Highway Department acted improperly in their denial of Tri-M Erector's claim. Therefore, Tri-M Erectors desires that Donald M. Drake Company request an appellate hearing before the Appeals Board of the Oregon State Highway Department. It is the understanding of Tri-M Erectors that this appellate request must be submitted through Mr. Ed Hall,

RECEIVED
DEC 24 1974
BM

Resident Engineer of the Oregon State Highway Department for the subject project.

Due to the severe economic pressure being placed on Tri-M Erectors due to the present escalated price of reinforcing steel, it is requested that Donald M. Drake Company submit this request for an appellate hearing as soon as possible.

Very truly yours,

Harold A. May
TRI-M ERECTORS, INC.

la

FORM 81.734.3020

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 16, 1974

FILE: 624-1089

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

TO: C. T. Keasey
CONSTRUCTION ENGINEER

SUBJECT: Second Submittal
Price Relief Request
Reinforcing Steel
Woodburn Interchange-
Hayesville Section
Pacific Interstate Highway
Contract #7866

Attached is a November 12, 1974, letter from Tri-M Erectors Incorporated requesting a further review by "an appellate hearing" apparently meaning a claims review board meeting. Supporting their request is Subcontractor, Donald M. Drake Company's November 30, 1974, letter, Prime Contractor, Gordon H. Ball Incorporated December 2, 1974, letter and Resident Engineer, E. J. Hall's December 5, 1974, transmittal letter. For your convenience attached is Mr. Hall's June 28, 1974, reply on the original request. You will recollect this matter has been reviewed by the Legal Section.

This office is as interested as yours in keeping negotiations and contract matters at the Resident Engineers level. However, no new information has been given by Tri-M except to indicate the Highway Division "acted improperly in their denial of Tri-M Erectors claim." Therefore, this office would not object to your scheduling such a meeting. However, it might be well to try one further meeting at the Resident Engineers level including representatives of this office, your office and the Legal Section to be absolutely certain there is not some additional information Tri-M might have.

Routing
1 Keasey
2 Bond
3 Jackmond
4 Harwood
Johnsen
Walker
Scott
Green
Berg
RECEIVED
DEC 17 1974
CONSTRUCTION
SECTION

GWW/elk
Attachs.
cc: E. J. Hall

624-1089

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

REGION 2 ENGINEER
RECEIVED
DEC 6 1974
RE | RCE | RME | RTE | ROE
ULE | GEO | RSO | ROC | RFE

DATE December 5, 1974

TO C. O. Fredrickson
Regional Engineer

FROM E. J. Hall
Project Engineer

SUBJECT Woodburn Int.-Hayesville Inter. Section
Pacific Highway - Marion County - Contract #7866
2nd Submission of Price Relief Request, Reinforcing Steel.

Attached hereto for your consideration is a letter from Gordon H. Ball, Inc., forwarding a request from their second tier subcontractor, Tri-M Erectors, for an Appellate Hearing before the Appeals Board of the State Highway Division. The purpose of the proposed hearing is to present a "Price relief request", based on price increases of reinforcing steel subsequent to the execution of the contract.

Subsequent to the States denial of the subject claim, by letter dated June 28, 1974, a copy of which is attached, Tri-M's attorney, Mr. Robert Taylor called me requesting information on the process of getting an appeal hearing on their claim. We explained to him that the State Highway Division has no appeal board, per se, however, apparently what he was referring to was our Claims Review Board. Mr. Taylor then thought they would take up the claim with the Highway Administrator direct, but we strongly discouraged this process and advised him to re-submitt their claim through this office, which they have now done.

Al Johnson

OREGON STATE HIGHWAY DIVISION

Salem, Oregon
December 5, 1974

REGION 2 ENGINEER
RECEIVED
DEC 6 1974
ULE GEO RSO ROC RFE

Gordon H. Ball, Inc.
P.O. Box 513
Salem, Ore 97308

Woodburn Int.-Hayesville
Inter. Section
Pacific Highway - Marion County
Contract #7866
Price Relief Request, Tri-M.

Attn: W. D. Hoodenpyle
Project Manager

Dear Bill,

This will acknowledge receipt of your letter of December 2. 1974, requesting an Appelate Hearing in the name of Tri-M Erectors, Inc. before the Appeals Board of the State Highway Division.

There is no Appeals Board of the State Highway Division, as such, however your request is being forwarded for consideration and processing through channals to higher authority.

Very truly yours.

E. J. Hall
Project Engineer

cc: C. O. Fredrickson

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STATE HWY ENGR
DEC 30 '74
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FOR
Info Invest R/D D/R Sign Act File

cc CT Keasey

Routing
1 Keasey
2 Burk
3 Jackmond
4 Harwood
Johnsen
Walker
RECEIVED
DEC 19 1974
CONSTRUCTION SECTION
Stone 5
Glenn
Bang

624-1089

Gordon H. Ball, Inc.

December 2, 1974

REGION 2 ENGINEER
RECEIVED
DEC 6 1974
RE | RCE | RME | RTE | ROE
UIE | GEO | RSO | ROC | RFE

Ed Hall, Resident Engineer
Oregon State Highway Division
P. O. Box 30
Salem, Oregon 97310

Woodburn - Hayesville Section
Contract 7866 - Job 513, Salem
PRICE RELIEF REQUEST - TRI-M

Dear Ed:

Attached for your consideration and processing, please find a request from the Donald M. Drake Company and their sub-contractor, Tri-M Erectors, Inc., for an Appellate Hearing before the Appeals Board of the Oregon State Highway Department.

This request is in reference to Tri-M Erectors' "Price Relief Request" and the subsequent denial of this request by the Oregon State Highway Department.

Your early attention to this matter is appreciated.

Sincerely yours,

GORDON H. BALL, INC.

William D. Hoodenpyle
Project Manager

WDH:fd

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DEC 24 1974
RES | ASS | INSP | INSP | SM

RECEIVED
DEC - 2 1974
RES ENGINEER
E. J. HALL
N | ASS'T | ASS'T | OE | FILE | IA

No:e1
Cary L. Ross

BILLINGHAM COMPANY

624-1089

DONALD M. DRAKE COMPANY
1740 N. W. FLANDERS STREET • PORTLAND, OREGON 97209
INCORPORATED JANUARY 2, 1973

TELEPHONE (503) 228-3981

Reply to:
4185 Brooklake Rd. N.E.
Salem, Oregon 97305
Telephone (503) 393-1075

November 30, 1974

Gordon H. Ball, Inc.
P. O. Box 513
Salem, Oregon

REGION 2 ENGINEER
RECEIVED
DEC 6 1974
RE | RCE | RME | RTE | ROE
ULE | GEO | RSO | ROC | RFE

Attention: William Hoodenpyle

Subject: Woodburn Interchange - Hayesville Interchange
Oregon State Highway Division Contract 7866

Reference: Tri-M Erectors, Inc. letter dated Nov. 12, 1974

Gentlemen;

In regard to the attached above referenced letter, we urgently request an appellate hearing before the Appeals Board of the Oregon State Highway Division to resolve Tri-M Erectors, Inc.'s "price relief request".

Your immediate attention to this request is appreciated.

Very truly yours,

DONALD M. DRAKE CO.

Peter deC. Ebert
Project Manager

PE:jl
cc: 7

RECEIVED
DEC 14 1974
FILE | ASST | INSP | INSP | OM

624-1089 L

Tri-M Erectors, Inc.

Reinforcing Steel Contractors

22650 - 85th Place So. Phone UL 2-6464
KENT, WASHINGTON 98031

November 12, 1974

REGION 2 ENGINEER
RECEIVED
DEC 6 1974
RE RCE RME RTE ROE
ULE GEO RSO ROC RFE

Donald M. Drake Company
4185 Brooklake Road, N. E.
Salem, OR 97305

Attention: Mr. Peter deC Ebert

Gentlemen:

Re: Woodburn and Hayesville Interchange
Oregon State Highway Contract No. 7866

On April 23, 1974, a claim was submitted by Tri-M Erectors, Inc., to Donald M. Drake Company for their submission to the Oregon State Highway Department. This claim was a "price relief request" based on price increases of reinforcing steel subsequent to the execution of the subject contract.

On June 28, 1974, the Oregon State Highway Department responded to the claim of Tri-M Erectors, Inc., with a denial. This denial was predicated on an Attorney General's opinion that the State of Oregon does not have authority to amend or cancel existing contracts entered into with individual contractors through the competitive bidding process to relieve a contractor from severe economic hardship caused by extreme cost escalations or difficulty in obtaining materials which were unforeseen when the bid was made and accepted."

It is the position of Tri-M Erectors that the Oregon State Highway Department acted improperly in their denial of Tri-M Erector's claim. Therefore, Tri-M Erectors desires that Donald M. Drake Company request an appellate hearing before the Appeals Board of the Oregon State Highway Department. It is the understanding of Tri-M Erectors that this appellate request must be submitted through Mr. Ed Hall,

RECEIVED
DEC 24 1974

Resident Engineer of the Oregon State Highway Department for the subject project.

Due to the severe economic pressure being placed on Tri-M Erectors due to the present escalated price of reinforcing steel, it is requested that Donald M. Drake Company submit this request for an appellate hearing as soon as possible.

Very truly yours,

Harold A. May
TRI-M ERECTORS, INC.

la

624-1089
Cost Escalation

OREGON STATE HIGHWAY DIVISION

Salem, Oregon
June 28, 1974

REGION 2 ENGINEER
RECEIVED
DEC 6 1974
RE | RCE | RME | RTE | ROE
U.E | GEO | RSO | ROC | RFE

Gordon H. Ball, Inc.
P.O. Box 513
Salem, Ore 97308

Woodburn Int.-Hayesville
Inter Section
Pacific Highway - Marion County
Contract No. 7866
Claims for Increased Cost Reinforcing Steel and Post Tensioning Materials.

Attn: Al Curran
Project Manager

This is in reply to a December 20, 1973 letter from E. R. Ferguson, and letters from W. D. Hoodenpyle, April 16 and May 2, 1974 in which you transmitted claims for adjustment of bid prices from Tri-M Erectors for reinforcing steel and from Soule Steel Company for Post tensioning materials for use in structures on your contract No. 7866.

I have been advised by the Region office, that the question of adjustment of contract prices was presented to the Attorney General for an opinion. In this opinon, The Attorney General indicates that the State does not have the authority to amend or cancel existing contracts entered into with individual contractors through the competitive bidding process to relieve a contractor from severe economic hardship caused by extreme cost escalations or difficulty in obtaining materials which were unforeseen when the bid was made and accepted. The one exception to this is the adjustment authorized by Oregon Laws 1974. Chapter 32 for "any petroleum product required in the performance of a public contract".

Please be advised that under the present Oregon Law and the Specifications for your contract No. 7866, no adjustment can be made for the escalated cost of materials as requested.

Very truly yours.

E. H. Ball
Resident Engineer

cc: C. O. Fredrickson

from Tri-M Erectors' subcontract

NOW, THEREFORE, the premises being in general as above stated, it is hereby contracted and agreed: to furnish and install REINFORCING STEEL, at the Unit Prices or Lump Sum amounts as follows:

Bid Item	Description	Quantity	Contr. Quantity	Unit Price	Contr. Unit Price	Amount	Contr. Amount
32	Reinforcement in Box Culverts	43,000 lbs. ✓		$ 0.15	0.20	$ 6,450.00	8,600
108	Reinforcement	All Required ✓		LS		143,500.00	160,000
Part 114	Slope Paving Curb	580 l.f. ✓		1.00	N/A	580.00	N/A
Part 115	Reinf. Conc. Bridge End Panels	1,215 s.y.	1,250	10.00	N/A	12,150.00	N/A
129	Reinforcement	All Required ✓		LS	✓	89,500.00	100,000
Part 137	Slope Paving Curb	470 l.f. ✓		1.00	N/A	470.00	N/A
Part 139	Reinf. Conc. Bridge End Panels	800 s.y. ✓		10.00	N/A	8,000.00	N/A
157	Reinforcement	All Required ✓		LS		82,620.00	100,000
Part 162	Slope Paving Curb	800 l.f. ✓		1.00	N/A	800.00	N/A
Part 163	Reinf. Conc. Bridge End Panels	680 s.y. ✓		10.00	N/A	6,800.00	N/A
179	Reinforcement	All Required ✓		LS		79,500.00	100,000
Part 184	Slope Paving Curb	780 l.f. ✓		1.00	N/A	780.00	N/A
Part 185	Reinf. Conc. Bridge End Panels	210 s.y. ✓		10.00	N/A	2,100.00	N/A
198	Reinforcement	All Required ✓		LS		149,000.00	180,000
Part 199	Reinf. Conc. Bridge End Panels	600 s.y. ✓		10.00	N/A	6,000.00	N/A
209	Reinforcement	All Required ✓		LS		99,000.00	110,000
Part 210	Reinf. Conc. Bridge End Panels	550 s.y. ✓		10.00	N/A	5,500.00	N/A
226	Reinforcement	All Required ✓		LS		49,000.00	69,000
227	Reinforcement in Retaining Walls	1,400 lbs. ✓		0.15	0.20	210.00	280
Part 228	Reinf. Conc. Bridge End Panels	1,100 s.y. ✓		20.00	N/A	22,000.00	N/A
						$763,960.00	

Total of subcontract for complete item $ 698,780

Total of bid items " " " 818,880

[redacted]

It is further expressly stipulated and agreed that the party of the second part will conduct and prosecute the work hereinabove described in a manner satisfactory to the Engineer, and in strict accordance with the plans

7866

January 31, 1975

Gordon H. Ball, Inc.
300 Camilla Avenue
P.O. Box 278
Danville, CA 95426

Gentlemen:

We have reviewed your request for an extension of the specified phase (b) completion date from October 15, 1974 to a new date of September 15, 1975 on Contract No. 7866 for work on the Woodburn-Hayesville Section of the Pacific Highway in Marion County.

Careful consideration was given to the reasons you submitted. In light of the available facts, we are granting the requested extension to September 15, 1975 because of seasonal impact of labor disputes that occurred in 1973 and 1974. Some time related to added orders would also be concurrent with this.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog
C. O. Fredrickson

JAB:fr dpy

#7866

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-5(36)260
Woodburn—Hayesville Section
Time Extension

DATE: January 29, 1975

In reply refer to: 1041DB.2

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Coulter's memorandum of January 23, 1975 concerning the subject project has been reviewed.

Due to the strikes which occurred in 1973 and 1974, the contractor was unable to meet the phase (b) completion time schedule as provided in the contract. We therefore concur in your recommendation to extend the contract time of phase (b) to September 15, 1975.

for G. L. Green

RECEIVED
JAN 30 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JAN 30 '75
REFER TO
Coulter
FOR
Info | Ames | R/D | D/R | Sign | Act | File

1-30-75
cy Kessler
Fredrickson
Gallagher

NOTED
H. G. COULTER

7866

January 23, 1975

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Phase (b) Time Extension, Contract 7866
Woodburn-Hayesville Section
FAP No. I-5-5(36)260

The contractor has requested extension of the phase (b) completion date from the October 15, 1974 specified, to a new date of September 15, 1975, because of seasonal impact of labor disputes that occurred in 1973 and 1974.

The phase (b) requirement, for completion of the northerly 10 miles of the project (Woodburn Interchange through the Brooks Interchange), was imposed to provide an earlier continuation of the 6-lane pattern to be provided by an adjacent project.

The 1973 labor disputes caused a significant extension into the 1974 season on the adjacent project, and it is consistent to do so on this one. The specific time for the work stoppages changes the (b) date to February 21, 1975, but virtually another construction season has to be added to replace time for the grading and surfacing type work involved. Some of the work order changes that have occurred would be concurrent and included with this time. We therefore ask your concurrence in the requested extension to September 15, 1975.

The effect, if any, on the overall project completion will be submitted separately.

JAB:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 20, 1975

FILE: CON 5 #7866

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Woodburn-Hayesville
Contract No. 7866
Phase (b) Time Extension

Gordon Ball, Inc. has requested extension of the phase (b) completion date from the October 15, 1974 specified, to a new date of September 15, 1975 entirely because of seasonal impact of labor disputes that occurred in 1973 and 1974.

The phase (b) requirement is for completion of the northerly 10 miles of the project (Woodburn Interchange through the Brooks Interchange) and was imposed because back when this project was being prepared for bidding in early 1973, it was thought that the adjacent 6 laning project to the north would be completed in 1973, and also that the concrete paving for the subject could not be completed in any one season. It therefore seemed logical to favor completion on the northerly end first - thus providing a continuation of the 6 lane pattern.

The 1973 labor disputes caused a significant extension into the 1974 season on the adjacent project. It is only consistent to do so on this one. The specific time for the work stoppages changes the (b) date to February 21, 1975, but virtually another construction season has to be added to accomplish the grading and surfacing type work involved. We therefore concur in the requested extension to September 15, 1975. Some of the work order changes that have occurred would be concurrent and included with this time.

Although not in the request, we should be aware of the possible effect on over-all completion requirement of September 15, 1975. From information now available, it would appear the over-all date might be extended into 1976 if necessary, but we should wait for a formal request and a closer analysis.

This is an Interstate project. Letters for FHWA and the contractor are attached.

JAB:fr

Att.

cc: V. L. Gallagher

RECEIVED
JAN 22 1975
Office of
Assistant State Highway Engineer

Woodburn-Hayesville
Contract No. 7866

Operating Engineers' dispute	6-1-73)	63 days
To	8-2-73)	
Laborers' dispute	8-11-73)	ii days
To	8-22-73)	
Cement Masons' dispute	6-10-74)	9 days
To	6-19-74)	
Ironworkers' dispute	7-9-74)	30 days
To	8-8-74)	

Holiday stop work orders:
Memorial Day (1973 and 1974)
4th of July, 1974
Labor Day, 1974 — 16½ days

Total — 129½ days

Specified phase (b) completion — 10-15-74
plus 129½ days (by spec. definition) = 2-21-75
existing specified completion date for phase (b)

Over all project specified completion — 9-15-75 + 129½ would =

existing over-all project specified completion date if same 129½ days is applied. — 1-23-76

E-220 (Rev. 9-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date September 23, 19 74

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 10/15/74 days to 9/15/75 days, within which to complete our Contract No. 7866, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

(See attached letter)

Respectfully submitted,

GORDON H. BALL, INC.
Contractor

By _____

CONSENT OF SURETY

Date September 23, 19 74

We, ARGONAUT INSURANCE COMPANY AND THE AMERICAN INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

ARGONAUT INSURANCE COMPANY

DEAN L. BECK, Attorney-in-Fact

Resident Agent

THE AMERICAN INSURANCE COMPANY

DEAN L. BECK, (SEAL) ATTORNEY-IN-FACT

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7866 Contractor Gordon H. Ball, Inc.

Highway Pacific Highway

Section Woodburn Int.-Hayesville Inter. Section

Kind of Work Grade, Pave, Structures and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Suspension of work orders for 1973 and 1974, total 16 1/2 days. Lost time for labor disputes and strikes total 113 days. It isn't logical to simply add these 129 ~~on~~ 1/2 days onto the end of the specified October 15, 1974, Phase B completion date. This would be expecting the contractor to accept winter non-productive time for time lost in the summer construction season. Therefore, the time should be added the following construction season which for grading ordinarily commences May 15. This easily results in the requested September 15, 1975 completion date.

Recommended for Approval:

Region Construction Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7866
Project designation	Federal (State-Federal)
Date awarded	March 16, 1973
Work started	April 9, 1973
Per cent completed Phase B	70% - (10-15-74) Date
Specified Phase B Completion date	10-15-74
Actual Phase B Completion date	Not Completed
Phase B Completion date requested	9-15-75

SP*07866-134

Gordon H. Ball, Inc.

September 25, 1974

Ed Hall, Resident Engineer
Oregon State Highway Division
2111 Front Street N.
Salem, Oregon 97303

Woodburn - Hayesville Section
Contract 7866 - Job 513 Salem
CONTRACTORS REQUEST FOR INCREASE
IN NUMBER OF WORKDAYS

Dear Ed:

Attached please find a completed copy of Oregon State Highway Commission form E-320, Contractors Request for Increase in Number of Workdays to Complete Construction Contract.

We respectfully request that the completion date for work covered under Contract #7866 between stations 1149+00 and 1680+00 be extended from October 15, 1974 to September 15, 1975.

As you are well aware, both the 1973 and 1974 construction seasons have been interrupted numerous times by labor disputes. During the 1973 season the Operating Engineers were on strike from June 1 to August 2 and the Laborers and Carpenters from August 11 to August 22, 1973. From June 10 to June 19, 1974 the Cement Masons were out on strike, and as if we had not had enough problems, the Ironworkers struck the Associated General Contractors on July 9, 1974. This strike affected our operations until August 8, when normal operations were again resumed.

The net effect of these labor disputes has been the loss of an entire construction season. It is for this reason that we are seeking additional days during the normal construction season in the Willamette Valley rather than additional calendar days added to the intermediate completion date of October 15, 1974.

Your early review of our request is appreciated.

Sincerely yours,

GORDON H. BALL, INC.

William D. Hoodenpyle

William D. Hoodenpyle
Project Engineer

WDH;kp

cc: A.D. Curran
Renton
File

RECEIVED
OCT - 2 1974
OREGON STATE HIGHWAY ENGINEER
RE ASST ASST OE FILE TA

#7866

J

RECEIVED
STATE HWY ENGR
FEB 4'75
REFER TO
FOR
Info | Invest | R/D | O/R | Sign | Act | File

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

ROBERT W. STRAUB
GOVERNOR

January 30, 1975

Ms. Sandra Worland
708 N.W. 19th
Portland, Oregon 97209

Dear Ms. Worland:

The section of highway between the northerly Salem exit and the Woodburn interchange on Interstate 5 is presently under construction, being widened to six lanes of continuously reinforced concrete pavement.

It was considered advisable to install temporary lighting to provide for safety of the traveling public during the construction operation. This lighting was placed on wooden power poles in the median area and, since grading work would be required in the median area, wiring was carried between the poles overhead. This wiring, the temporary wooden poles and the temporary illumination will all be removed from the median area when the project is complete. It is anticipated that this project will be completed in the late fall of 1975.

Permanent installation of wiring along our freeways is being placed underground and the esthetics of highway construction programs are being very carefully considered in our planning and construction. I appreciate your interest in the appearance of this highway section and assure you that these unsighted features will be removed when the project is complete.

Sincerely,

Governor

RWS:js

be: Department of Transportation

NOTED
MARIE STEPHENS

RECEIVED
FEB 4 1975
OFFICE
DIRECTOR of TRANSPORTATION

cy Coulter 2/4/75

COPY

#7866

January 23, 1975

F. B. Klaboe - Ext. 6516

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION

Ms. Sandra Worland
708 N.W. 19th
Portland, Oregon 97209

Dear Ms. Worland:

944-J

The section of highway between the northerly Salem exit and the Woodburn interchange on Interstate 5 is presently under construction, being widened to six lanes of continuously reinforced concrete pavement.

It was considered advisable to install temporary lighting to provide for safety of the traveling public during the construction operation. This lighting was placed on wooden power poles in the median area and, since grading work would be required in the median area, wiring was carried between the poles overhead. This wiring, the temporary wooden poles and the temporary illumination will all be removed from the median area when the project is complete. It is anticipated that this project will be completed in the late fall of 1975.

Permanent installation of wiring along our freeways is being placed underground and the esthetics of highway construction programs are being very carefully considered in our planning and construction. I appreciate your interest in the appearance of this highway section and assure you that these unsightly features will be removed when the project is complete.

bc: George Baldwin
H. S. Coulter
A. E. Johnson
C. O. Fredrickson

COF:RS:lb srb

1st Hillsboro Div to prepare response

Jan 3 '75
900020

Governor Straub. -

Would it be possible to find out why electrical wires are being strung down the unpraised freeway between Salem and Portland?

The improvements of widening the roadway and the lighting are excellent. But the ugliness of the wiring is hard to understand.

I was under the impression that all new wiring was to go underground - and this seemed possible with all the time and energy put to use on the freeway.

Thank you if you are able to answer my questions.

Sincerely yours
Sandra Woodland

708 NW 19th
Portland Oregon 97209

RECEIVED
JAN 16 1975
OFFICE
DIRECTOR of TRANSPORTATION

Due 1-23
1/8

7866

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON

January 22, 1975

Salem

FROM: R. J. Hacek
Accounting Systems Off.

SUBJECT: Gordon H. Ball
Contract 7866

TO: C. W. Head
J. Bond
V. Gallagher
C. Barrett

TCD No. 237748, in the amount of $10,000.00, has been deposited in lieu of retainage on contract 7866. (Treasurer's Receipt 1493).

A copy of the safekeeping receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1493

Received for Account of Gordon H. Ball
P.O. Box 897
Renton, Washington 98055

Address

Date Jan. 22, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit First National Bank, Salem, Oregon Dated Jan. 16, 1975 Wells Fargo Bank N.A. as escrow agent UTC 0-714 30 days revolving	237748	1	10,000				10,000.00
							10,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7866

Authority ORS 279.575

Countersigned by

Deputy Cashier

SPECIAL INSTRUCTIONS

State Treasurer

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

January 22, 1975

Gordon M. Ball
Post Office Box 897
Renton, Washington 98055

Gentlemen:

Enclosed please find Oregon State Treasury safekeeping receipt number 1493, dated January 22, 1975, in the amount of $10,000.00 covering Time Certificate of Deposit number 237748, drawn on the First National Bank of Oregon, Salem Branch, Salem, Oregon 97308.

We have credited your State Highway contract number 7866.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek
cc: First National Bank of Oregon, Salem, Oregon Attn: Douglas MacGregor

COPY

624-1089

I5
J. Bond

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

Routing

Bond ✓ RECEIVED Scofield

Jackmond JAN 23 1975 Glenn

Harwood Berg

Johnson CONSTRUCTION

Walker SECTION

REGION 2 ENGINEER
RECEIVED
JAN 21 1975
RE RCE RME RTE ROE
UTE GEO RSO ROC RFE

DATE January 20, 1975

TO C. O. Fredrickson
Regional Engineer

FROM E. J. Hall
Project Engineer

SUBJECT [redacted] Section
Pacific Highway - Marion County - Contract #7866
Erosion Control

Some time back, during a conversation between Jerry Wimer, John Bond and myself, it was asked how much total money had been spent on erosion control on the subject project. In the event the public should ask if we are doing everything reasonably possible to control erosion and, how much money are we spending on that item of work, I researched our records and offer the following:

Since awarding of the contract, we have entered into six change orders for the purpose of erosion control and/or correction as a result of erosion.

Price Agreement #27, Temporary Erosion Control, - Original order $20,000.00, final cost, $16,891.00.

During the unusually heavy rainfall last winter, considerable damage occured to the fill section on the N.B. lane, Sta 1786-1867. The Price Agreement was for pit run gravel to fill washouts in the slope and restore and backup the roadbed shoulder.

At the same time, Extra Work Order #11, Temporary Erosion Control was approved for an initial $5,000.00 and supplemented once for another $5,000.00, and when erosion again started this winter, this order was supplemented the third time for $25,000.00 for a total of $35,000.00 of which, as of this date, $33,720.00 has been expended.

$10,000 of this EWO was expended in emergency and temporary measures to control erosion throughout the project, such as berms, ditches, dikes, straw mulch, extra culverts, etc. $23,720 was expended for rock this winter to re-inforce a toe slip-out which was endangering the freeway road bed at Station 1845-1855.

Extra Work Order #16, Demonstration Project for Fiber Glass Roving was the States share of an erosion control demonstration using fiber glass roving and asphalt for a mat. The States share of this project was $1,060.00.

cc John Easley – Can you get some mileage from this?
A Kinast

cc John Bond ✓

Price Agreement #53, Install Fiber Glass Roving, original order $10,200.00, total cost to date $12,860.00. A supplemental order, increasing this agreement to $34,680.00 is presently being prepared. Prior approval was obtained for this supplemental order but the order will be revised to include mulch applied on top of the asphalt so as to tone down the black look of the mat.

Extra Work Order #21, Additional Temporary Erosion Control, original order, $5,000.00, total cost to date $1,323.00. This EWO is for erosion taking place the winter of 1974-1975 and consists of construction of dikes and berms, sediment basins, straw mulch application to eroding areas and construction of slope drains. Additional work will be done under this order.

Contract Bid Item #87, "Extra for Asphalt Curbs" was increased at bid prices on an additional 6,000 lin.ft. A.C. curbs have been constructed on various fills as a temporary erosion control measure. To date, $5,768.00 has been expended as erosion control under bid item #87.

Siltation in varing degrees occurred on three parcels of private property. One parcel was in a low swampy area and the siltation benefited the property and we anticipate no claim.

The second parcel required a permit of entry costing $500.00 to get on the property to construct a sediment basin and a ditch. Cost of that work is included in EWO #11.

The third parcel will require cleaning an existing ditch and will be nominal in cost.

SUMMARY	EXPENDED TO DATE	PLANNED ADDITIONAL
Price Agreement #27	$16,891.00	$----------
Price Agreement #53	12,860.00	34,680.00
Extra Work Order #11	33,720.00	----------
Extra Work Order #16	1,060.00	----------
Extra Work Order #21	1,323.00	3,677.00
Contract Bid Item #87	5,768.00	232.00
	$71,622.00	$38,589.00

TOTAL COMPLETED AND PLANNED EROSION CONTROL-----$110,211.00

A large percentage of the slopes on the project were seeded this fall and we are getting a good stand of grass. There will be additional erosion control work, but barring an extremely heavy rainfall, we think the major problem is behind us.

#7866

J

xxxxxxxxxxxxxxxxxx

211 State Highway Building

January 9, 1975

812-K

Mr. Leonard Popick
Attorney at Law
520 S.W. 6th Avenue
Portland, OR 97204

Re: Claim of Debra L. Bostrom
DOA 8-25-74

Dear Mr. Popick

In reply to your notice of December 26, 1974, please be advised that this matter is being investigated by the Highway Division and as soon as the investigation is completed a report will be forwarded to the State's insurance carrier, Chubb/Pacific Indemnity Group, Lloyd Building, 700 N.E. Multnomah, Portland, Oregon 97232.

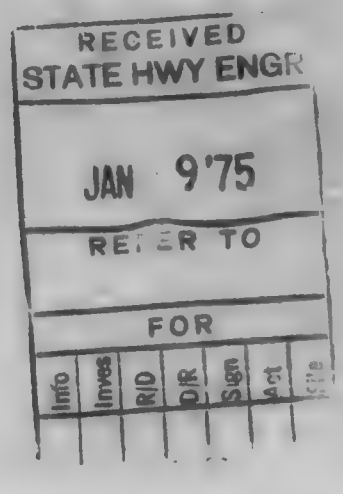
I would suggest that all future correspondence relating to this claim be directly with our insurance carrier.

Sincerely

Jack L. Sollis
Assistant Attorney General

JLS:hg
bc - F. B. Klaboe

NOTED
MARIE STEPHENS



#812
1-10

GALTON & POPICK
ATTORNEYS AT LAW
SUITE 1000 CASCADE BUILDING
520 S. W. 6TH AVENUE
PORTLAND, OREGON 97204

HERBERT B. GALTON
LEONARD POPICK
GARY M. GALTON
JACK D. HOWE
JEROME B. BUCKLEY, JR.
ALAN M. SCOTT
SIDNEY A. GALTON
MICHAEL STROOBAND

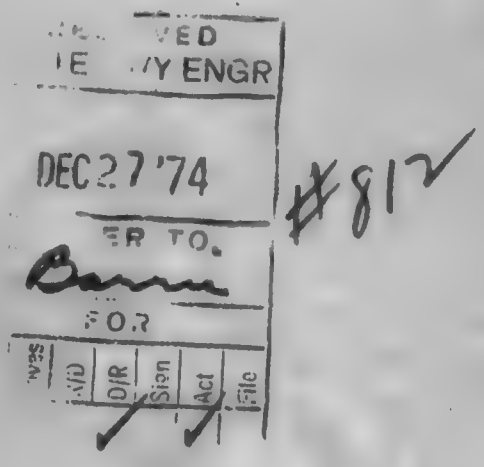
TELEPHONE 222-9311
AREA CODE 503

December 26, 1974

Gordon H. Ball, Inc.
c/o C.T. Corporation System
800 Pacific Building
Portland, Oregon 97204

State of Oregon
State Highway Commission
State Highway Division
State Highway Building
Salem, Oregon 97310

Lee Johnson
Attorney General
Department of Justice
State Office Building
Salem, Oregon 97310



RE: Debra L. Bostrom vs. Gordon H. Ball, Inc.; State of Oregon, State Highway Commission; State of Oregon, Department of Justice and all appropriate public bodies and officials

Gentlemen:

Pursuant to Oregon Revised Statute 30.275 Et Seq, notice is hereby given you, and each of you, that our client, Debra L. Bostrom, claims damages for loss and personal injuries to her due to your negligence in the erection, repair, maintenance, and construction of a bridge or overpass located on Interstate 5, Marion County, Oregon, near milepost 268.8, 3.2 miles south of Woodburn, Oregon, which personal injuries occurred on August 25, 1974, at or about the hour of 1:50 p.m. when you permitted construction materials and debris from said bridge or overpass to be upon the street and highway passing beneath said bridge or overpass at a time when my client had a right to the immediate use of said street or highway at said time and place.

The injuries and damages to Debra L. Bostrom were proximately caused by your failure to block, barricade, secure or otherwise prevent construction materials and debris from being upon the street or highway at said time and place and in failing to warn or notice operators and occupants of motor vehicles within the immediate area of your project of the hazards created by you from your activities when you knew or should have known your construction activities over and above said street and highway could and would constitute a hazard to passing motorists.

Our client, Debra L. Bostrom, as a guest passenger occupant in an automobile at said time and place, sustained severe and serious personal injuries when, at said time and place, the vehicle in which she was riding as a guest passenger collided with construction material and debris upon said highway and as a result overturned causing great bodily harm and injury to her.

Debra L. Bostrom will claim damages for loss and injury in the amount of $50,000.00.

Very truly yours,

GALTON & POPICK

BY: Leonard Popick

Leonard Popick

LP:dak

7866

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 624-1089

Salem, Oregon
December 26, 1974

FROM: C. O. Fredrickson
REGION 2 ENGINEER

TO: E. J. Hall
PROJECT ENGINEER

SUBJECT: Woodburn Interchange-
Hayesville Interchange Section
Pacific Highway
Marion County
Contract #7866

Your letter of December 17, 1974, and the attached letter from Gordon H. Ball, Inc., dated December 16, 1974, proposing the maintenance of traffic on the stage 1 paving during the winter months, has been reviewed with the Construction Division and with Vern Cusack of the Federal Highway Administration. Handling traffic in this manner has been approved by both the Construction Section and the Federal Highway Administration with the provision that Gordon H. Ball be responsible for any maintenance to the stage 1 paving occurring during the winter months.

Need for maintenance on this pavement will be determined by the Project Engineer and the District Engineer, and maintenance work will be performed by Gordon H. Ball under the direction of the Highway Division. If these provisions are adhered to, the Region Office has no objection to going along with the proposal for carrying traffic both northbound and southbound on the existing stage 1 paving.

If this concurrence is adequate for your needs, please so inform the contractor.

COF/elk
Attach.
cc: C. T. Keasey
Paul Riedl
Scott Coulter

NOTED
H.S.COULTER

RECEIVED
DEC 27 1974
Office of
Assistant State Highway Engineer

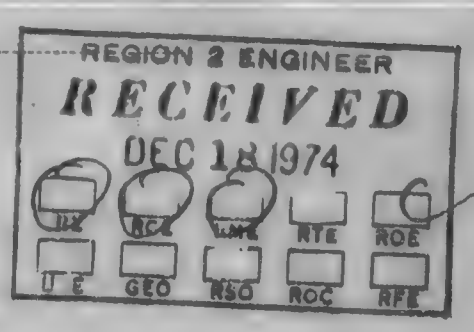
624-1089

FORM 8-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem



DATE December 17, 1974

TO C. O. Fredrickson
Regional Engineer

FROM E. J. Hall
Project Engineer

SUBJECT Woodburn Int.-Hayesville Inter. Section
Pacific Highway - Marion County - Contract #7866
Contractors Request to Waive Section 108.04 (6) Special Provisions

Submitted herewith is a request from the contractor on the subject project, requesting permission to leave traffic on the Stage I widning NB and SB from Brooks to Chemawa for the duration of the winter, and further acknowledging that any maintannce of Stage I widening in the area outlined above will be at the expense of Gordon H. Ball, Inc., during the period from November to March.

The Stage I is in good condition and is standing up well. Traffic now has an established pattern through this area and I hesitate to shift them now and then back again in a few months, unless absolutely necessary.

I recommend granting the contractors request with the provisions that maintanance will be as determined by the State and further, that in the event Stage I should break up due to extreme conditions, traffic will be immediately returned to the existing travel lanes.

Gordon H. Ball, Inc.

December 16, 1974

Ed Hall, Resident Engineer
Oregon State Highway Division
P.O. Box 30
Salem, Oregon 97310

Woodburn - Hayesville Section
Contract 7866 - Job 513 Salem
SECTION 108.04 (6)-SPECIAL PROVISIONS

Dear Ed:

We hereby request that Section 108.04 (6) of the Special Provisions for Contract #7866 which in part states that "Traffic shall not be routed over the widened portion of the roadbed, which is constructed during Stage I, during winter months", be waived for the 1974-75 winter months.

If our request is approved, we intend to leave the traffic on the Stage I widening NB and SB from Brooks to Chemawa for the duration of the winter. We do acknowledge that the maintenance of the Stage I widening in the area outlined above will be for the account of Gordon H. Ball, Inc. during the period of November to March.

Your early review of our request is appreciated.

Sincerely yours,

GORDON H. BALL, INC.

William D. Hoodenpyle
Project Manager

WDH:kp
cc: Renton
File

DEC 1 1974
OFFICE ENGINEER
E. J. HALL
RE ASST ASST OE FILE TA

#7866

FHWA-RM-81 7.14.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

December 19, 1974

NOTED
H. S. COULIER

FROM: C. T. Keasey
Construction Engineer

SUBJECT: FHWA Demo Project #17
Prestressed Concrete Pavement

TO: H.S. Coulter
Assistant State Highway Engineer

complete file in plan 6

You were sent a copy of Ed Johnsen's report on the construction of a trial section of prestressed concrete pavement on the Woodburn Interchange-Hayesville Interchange Section of I-5 in which he recommends that we try a section using this method.

Use of this method of construction would, on this project, reduce the volume of P.C.C. by 12½ percent to 25 percent depending on the slab thickness used, and would reduce the steel required by approximately 80 percent, both of which require considerable energy to produce. The cost of this method is estimated to be approximately 10 percent more than the price on the C.R.P.C.C. under the contract if it were bid today. The Pennsylvania Report, however, indicates costs approximately 10 percent less than C.R.P.C.C. The increase over current bid prices is based on contractor inexperience with construction methods and the risk factor involved in learning new procedures.

I recommend that a substantial section of the Woodburn-Hayesville project north of the Brooks Interchange be converted to prestressed concrete pavement as a trial section, and that the Region and Resident Engineers negotiate such change at an early date so that the necessary prestress strands can be obtained prior to the next construction season.

CTK:fr

cc: C. O. Fredrickson
(w/copy of Ed's report)

RECEIVED
DEC 19 1974
Office of
Assistant State Highway Engineer

12-23-74
Cornwell — Please follow up w/ Dick Nichols. — My thoughts are that we are still interested and perhaps the next appropriate step would be a meeting with Messrs. Miranda and Friberg to look at possible locations. — This meeting to certainly involve the Region, etc. —
HSC

7866

J

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON

December 18, 1974

Salem

FROM: R. J. Hacek
Accounting Systems Off.

SUBJECT: Gordon H. Ball, Inc.
Contract 7866

TO: C. W. Head
J. Bond
V. Gallagher
C. Barrett

Treasurer's Receipt No. 1468 (Bonds 141/154 - $14,000.00) has been issued to record a deposit in lieu of retainage on contract 7866.

A copy of the Treasurer's Receipt and letter will be filed (in the contract file) in the Commission and Staff Services office.

CR
JP:pl

NOTED
C W HEAD

7

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1468

Received for Gordon H. Ball Inc.
Account of ~~P.O. Box 897~~ Renton, Washington 98055

Date Dec. 17, 1974

Address

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
State of Oregon, County of Benton School Dist. No 17J ~~3½~~ 3¼% dated Feb. 15, 1965 Due Feb. 15, 1976	141/154	14	1,000				14,000.00
							14,000.00

RECEIVED DEC 18 1974 Oregon State Treasurer

In lieu of retainage on State Highway Contract No. 7866

Purpose of Deposit

ORS 279.575

Authority

Countersigned by

Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

December 17, 1974

Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Attn: Donald B. Kane, Vice Pres. Finance

Gentlemen:

Reference your letters dated December 11, 1974, please find enclosed Oregon State Treasury safekeeping receipts numbers 1465/1469 in the total amount of $64,000.00 as indicated below:

Company	Amount	Contact No
Donald Drake Company	$ 11,000.00	7741
Donald Drake Company	16,000.00	7937
Donald Drake Company	11,000.00	7937
Donald Drake Company	12,000.00	7937
Gordon H. Ball Inc.	14,000.00	7866
Total	$ 64,000.00	

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek
cc: Gordon H. Ball Inc. P.O. Bx 897, Renton, Washington

RECEIVED
DEC 18 1974
Contract Accts.

COPY

7866

J

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON

December 18, 1974

Salem

FROM: R. J. Macek
Accounting Systems Off.

SUBJECT: Gordon H. Ball Inc.
Contract 7866

TO: C. W. Head
J. Bond
V. Gallagher
C. Barrett

Treasurer's Receipt #1464 (TCD 237666 - $25,000.00) has been issued to record a deposit in lieu of retainage on contract 7866.

A copy of the Treasurer's Receipt and letter will be filed (in the contract file) in the Commission and Staff Services office.

CRP:pl

NOTED
C. W. HEAD

RECEIVED
DEC 17 1974
Contract Accig.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1464

SAFEKEEPING RECEIPT

Received for Account of Gordon H Ball Inc.
P.O. Box 897
Renton, Washington 98055

Address

Date Dec. 16, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit First National Bank, Salem, Oregon Wells Fargo Bank as escrow Agent UTC G-714 30 days revolving	237666	1	25,000				25,000.00
							25,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7866

Authority ORS 279.575

Countersigned by _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

December 16, 1974

Gordon H. Ball Inc.
P. O. Box 897
Renton, Washington

Gentlemen:

Enclosed please find Oregon State Treasury safekeeping receipt number 1464, dated December 16, 1974, covering Time Certificate of Deposit, number 237666 in the amount of $25,000.00, drawn on the First National Bank of Oregon, Salem Branch, Salem, Oregon.

We have credited your State Highway contract number 7866.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Marle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacker
cc: First National Bank of Ore. Salem Branch, Attn: Douglas MacGregor

RECEIVED
DEC 17 1974
Contract Accts.

COPY

I-5

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #7866

Salem, Oregon
December 17, 1974

FROM: C. T. Keasey
Construction Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Fiber Glass Roving for
Erosion Control
FHWA Demo. Project
Woodburn Int.-Hayesville Int.
Pacific Highway I-5
Contract No. 7866

Attached is a report from Resident Engineer Ed Hall on the FHWA demonstration project for erosion control on the subject section and the extension of that work later last fall.

This report indicates that the fiber glass roving with emulsified asphalt tack is quite effective in controlling erosion in these highly erodible soils if the asphalt tack coat has time to cure out completely. The lab has recommended that a rapid set emulsion be used to hasten the curing, rather than the slow set emulsions which were used on the work done so far.

As is indicated in the report, this material cannot be effectively used, at least with the slow setting emulsions, after the fall rains have set in, as the asphalt tack will not cure out.

This treatment is considerably more expensive than the standard seeding and mulching which is currently averaging about $475.00 per acre versus about $2,500.00 per acre for the fiber glass roving treatment ($0.50 per sq. yd.).

This treatment appears to be nearly as effective as jute matting, however, in controlling highly erodible soils and is considerably cheaper with the jute matting now averaging about $3.80 per sq. yd.

The results of this demonstration project indicate that we should include this type of treatment for erosion control in our specifications for use in special locations involving highly erodible soils.

CTK:fr

Att.

cc: Gerald Wimer

1 Versteeg V
A. Olson
3 Terpin T
Scott
2 Swenson CTK
4 R. Olson RLO
Trout

RECEIVED
DEC 17 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

If we are going to use this we will need some kind of spec. for the material and application Jud.

624-1089

FORM S-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

REGION 2 ENGINEER
RECEIVED
NOV 29 1974
RE RCE NME RTE ROE
ULE GEO RSO ROC RFE

DATE November 21, 1974

TO C. O. Fredrickson
Regional Engineer

FROM E. J. Hall
Project Engineer

SUBJECT Woodburn Int.-Hayesville Inter. Section
Pacific Highway - Marion County - Contract #7866
Fiber Glass Roving Mat for Erosion Control

During the later part of June 1974, the FHWA put on a demonstration on the subject project, using fiberglass to construct a mat for erosion control. This demonstration was performed on the ditch and cut slope, N.B. lanes, Sta 1726-1736. Memo to the file, same subject, dated June 25, 1974 covers the construction of the mat. Copies are attached hereto.

This experimental area was kept under close observation. Following one or two small showers, the grass seed sprouted and began to grow through the fiber glass mat. As the asphalt cured, the mat became tough and difficult to break or tear apart. It appeared that this method was a good solution to this particular projects serious erosion problem.

Around the middle of August a Price Agreement was negotiated with the contractor to install approximately 20,000 square yards of fiberglass roving mat on the 2:1 sloped fills on the N.B. and S.B. lanes, generally all located Southerly of Station 1806, which is the area of the mainline where we had the major erosion problems during the past winter.

We urged the contractor to get this work started but for various reasons, he kept postponing it and it was September 19, 1974 before he started. He placed the mat on the N.B. lanes from Station 1832 to 1852, but shut down due to the fact that the fills on the S.B. lanes were not ready. As soon as these fills were completed and dressed up, we again urged him to finish the fiber glass work but due to his concentration with the mainline work, he put us off again. We were finally able to get him started on November 4th. On that day and the following day, he completed the work on the mainline, S.B. Station 1837-1852 and moved to Chemawa Structure fills, West side, completing the slope on the South side. This area is the start of work under Price Agreement #53, revised 10/24/74. The following day, November 6th, we had a heavy rainfall and the work was ordered suspended.

Inspection of the fiber glass mat following the heavy rain storm showed the following.

The experimental area, installed in late June showed absolutley no damage, neither on the slope nor in the ditch.

The fiber glass mat on the N.B. lane fills, installed in the later part of September suffered about a 15% loss, mainly at the toe of the fill South of the SPRR Structure. The section of mat North of the SPRR Structure had only minor damage.

The newly installed mat on the mainline, S.B. Station 1837-1852, was 90% destroyed during the storms, accompanied by some fill erosion.

After studying the problem, we arrived at the following conclusions. The mat was destroyed by the heavy rainfall because the asphalt that ties the fiber glass strands together to form a tough, pervious mat had not cured due to the cold damp weather following construction of the mat. In checking the destroyed sections we found the mat to be very pliable and tender, easy to pull apart and the asphalt still wet and stickey.

The section in the S.W. quadrant of the Chemawa Road fill was about 65% destroyed along with fill erosion.

It is my opinion that we can and should use the fiber glass mat, but it must be installed in good weather, with some assurance that a period of good weather will follow for curing the asphalt. Jim Wilson of the Central Lab recommends we use a rapid set asphalt instead of the slow set as specified and used by the FHWA.

Unless it developes that we get an unusually good spell of weather yet this fall, which is very doubtful, I would recommend that we do no more fiber glass mat work until next construction season, and at that time change over from CSSI asphalt to CRS-1.

In the interim, other methods of erosion control will be put in effect, generally, methods of keeping the water from running off the roadbed onto the slope.

Attach.

Pictures

Woodburn Int.-Hayesville
Pacific Highway - Marion County
Contract #7866

June 25, 1974

EROSION CONTROL-FIBERGLASS ROVING

Sta. NB 1726+00 To Sta. NB 1736+00

The area chosen for this demonstration was in an approximate 15 foot cut with a 3:1 ditch section. The grade line of the ditch is 3% and is subject to heavy erosion.

The cut and ditch had been excavated to their proper grade line and slope and prepared for seeding. Seed and fertilizer were applied at the specified rate.

Fiberglass roving was applied to the area at the rate of 0.30 lbs. per square yard by a roving applicater gun powered by a compressor capable of supplying 40 cfm, at 80 to 100 psi.

The roving fiber is fed into the roving gun in a single rope or string form made up of numerous strands. When ejected or blown from the nozzle the strands are seperated and form a webbing type mat.

At the top of the cut the roving mat was extended to natural vegatation which served as an anchor; also at the shoulder line it was extended into the sub-grade area approximately one foot which will be covered by base rock also serving as an anchor.

When applying the roving mat do only an area as large as you are capable of spraying with emulsified asphalt without having to walk on the mat.

Spraying the roving area shall be done with an emulsified asphalt (grade CSS-1 or a comparable asphalt) at the rate of 0.25 to 0.35 gal. per sq. yd. The actual spraying would be done with a hand nozzle and be applied as near uniform rate as possible.

Fiberglass erosion control is basically used in ditches with a grade steep enough to cause an erosion problem. If the roving were properly achored at the beginning of the ditch, it should form a shell or trough that would

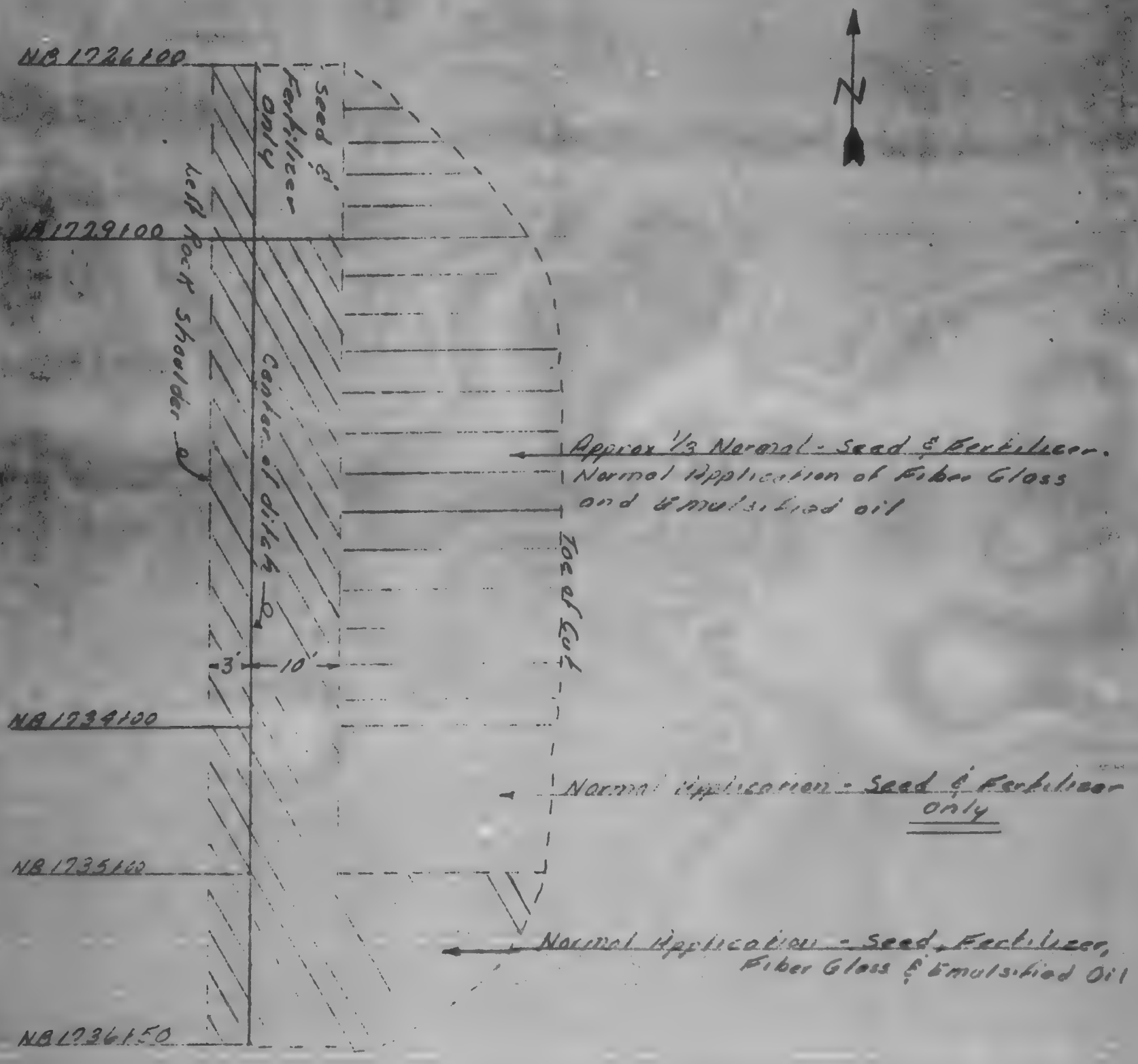
allow a maximum run off with the least amount of erosion. I believe this type of installation would be better than a rock foundation or rock lined ditch.

The use of fiberglass roving should be very effective on dirt fills that have a tendency to erode; providing the roving is placed or anchored between the subgrade and base rock.

The actual installation of fiberglass is quite time consuming and should be used only in the most critical areas in preference to our standard methods of seeding and mulching.

June 25-74

EROSION CONTROL
NB 1726 TO NB 1736+50

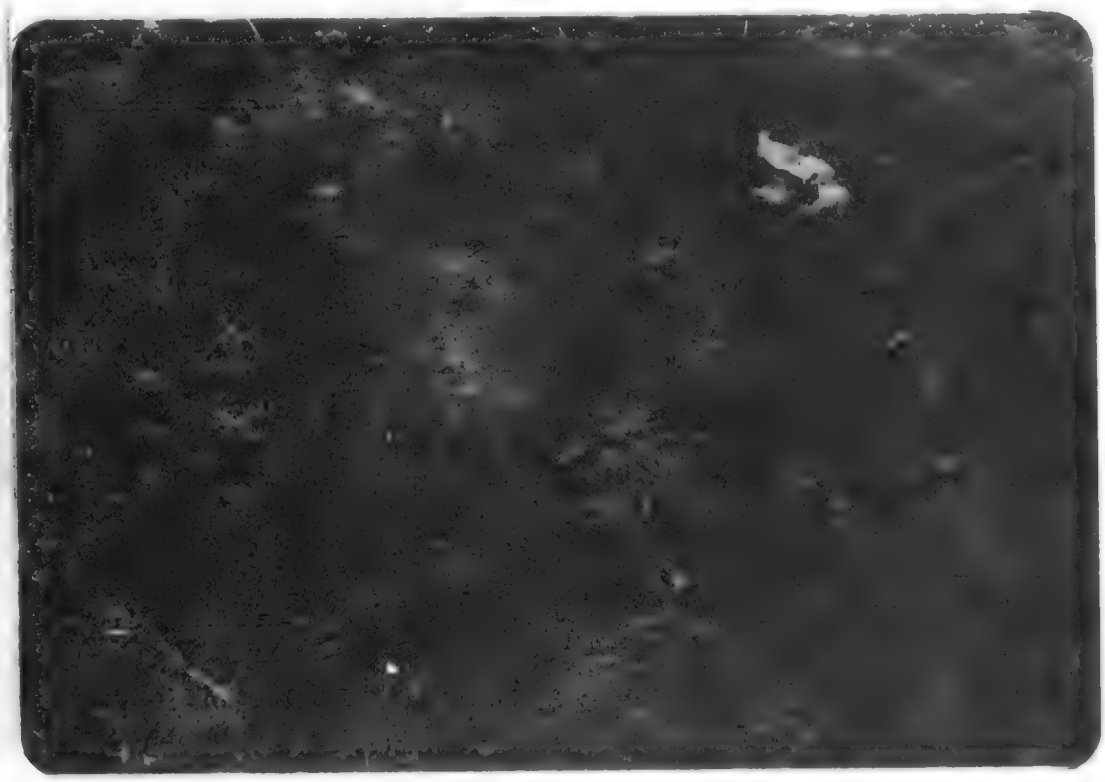


#1. 11/21/74 DEMONSTRATION AREA
N.B. Station 1726-1736 (above)

ALL PHOTOS THIS PAGE TAKEN
November 21, 1974

#2. DEMONSTRATION AREA-DITCH LINE
N.B. Station 1726-1736 (above)

#3. DEMONSTRATION AREA-CUT BANK
N.B. Station 1726-1736 (below)



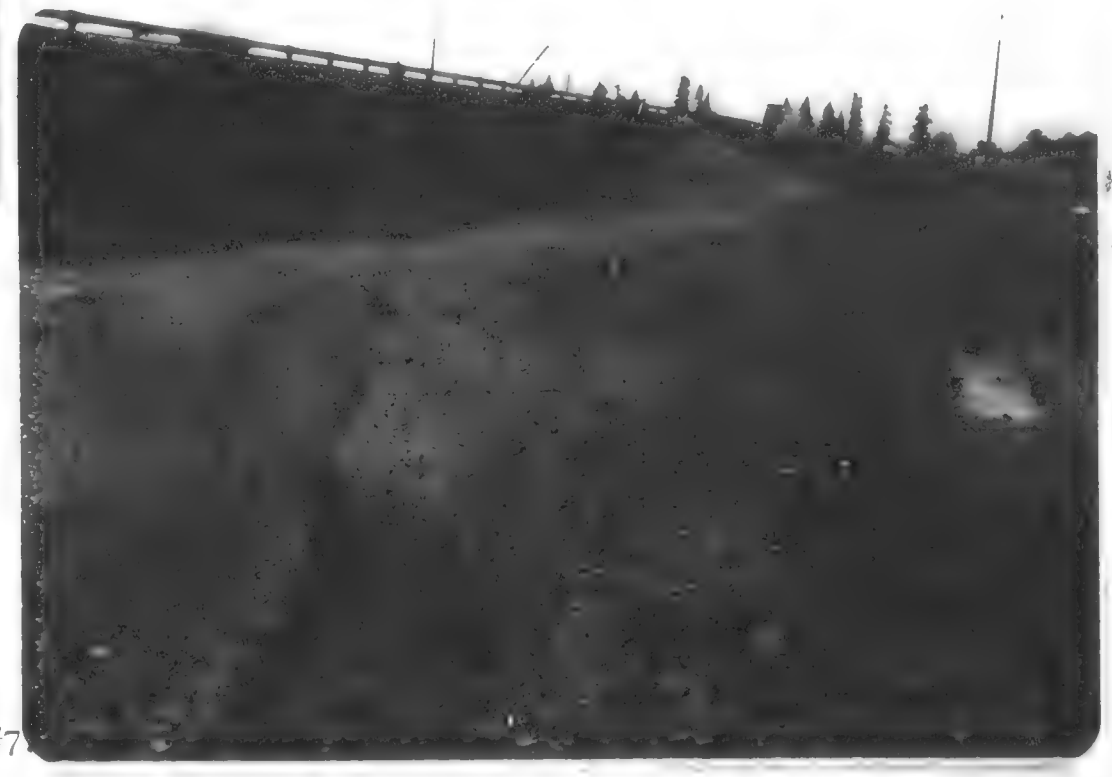
#4. FIBERGLASS MAT INSTALLED
N.B. Station 1832-1852
Sept. 20, 1974 (at right)

#5. FIBERGLASS MAT INSTALLED
N.B. Station 1832-1852
Sept. 20, 1974 (above)

#6 (above)

#6. FIBERGLASS MAT INSTALLED
N.B. Station 1832-1852
Sept 20, 1974 (above right)

#7. ROCK COUNTERBALANCE AT TOE
OF FAILING EMBANKMENT
N.B. Sta 1832-1852 (center rt.)

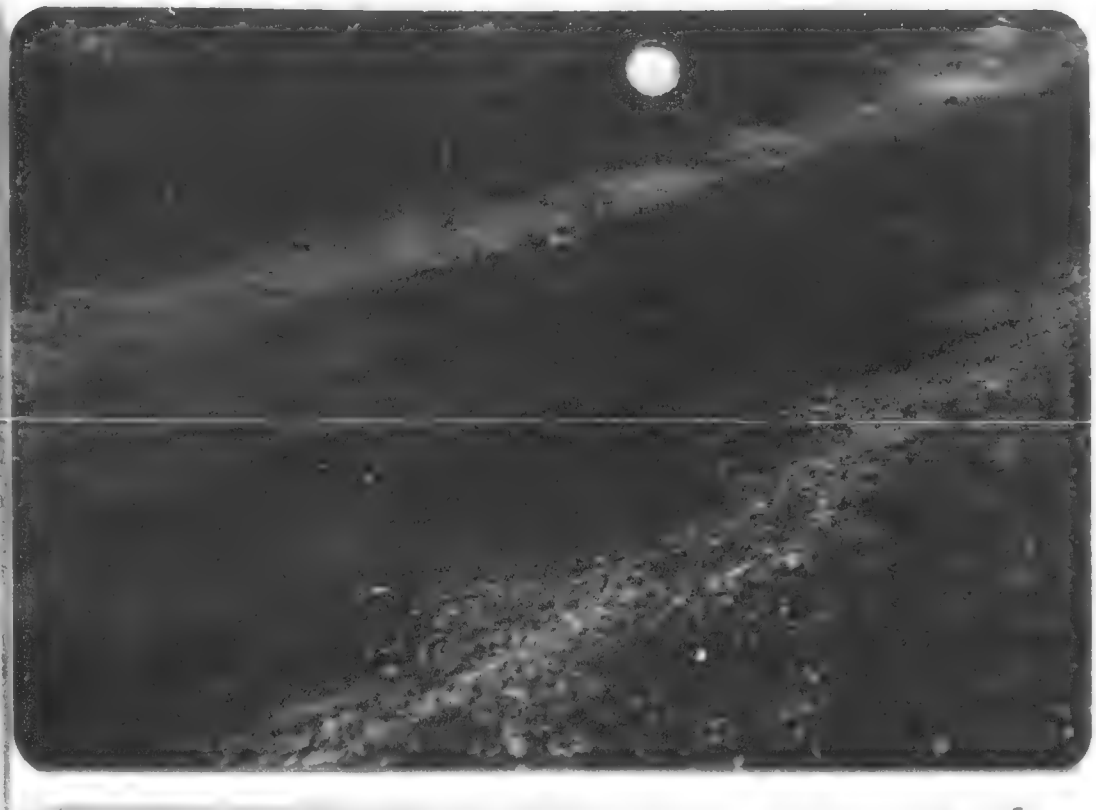


#7

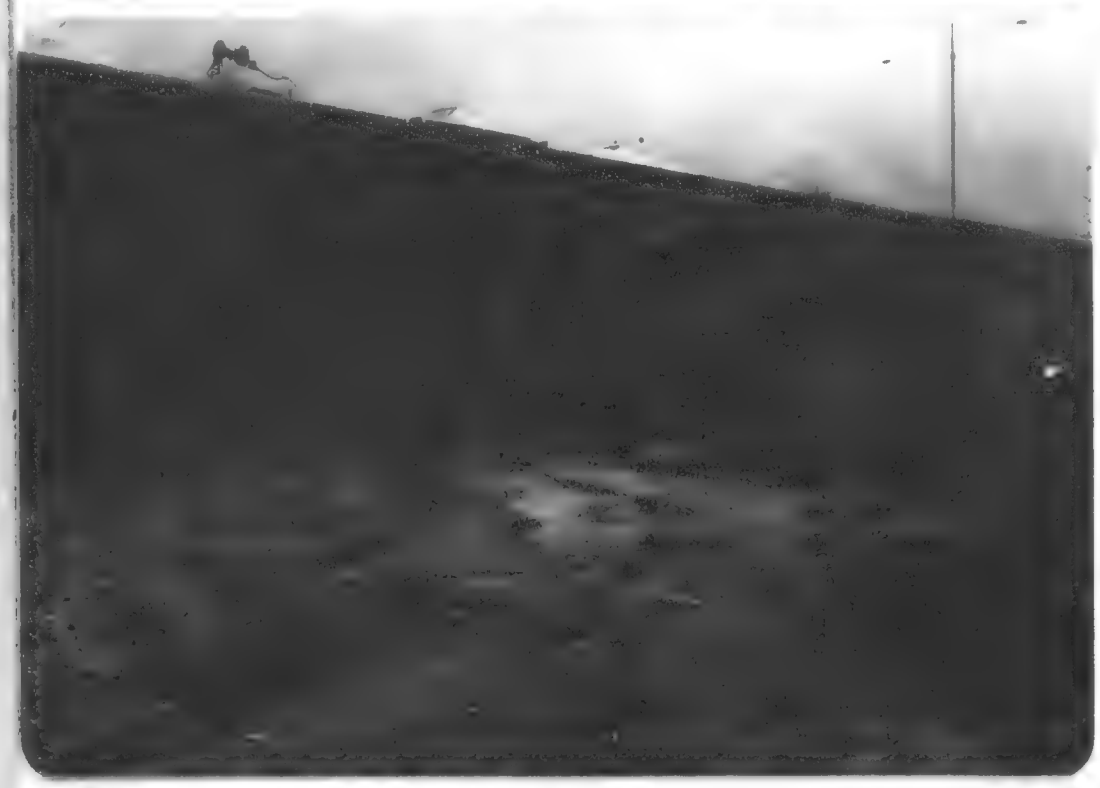
#8. SAME AS ABOVE. NOTE SILT STILL
FLOWING FROM UNDER ROCK.
(bottom right)

#8

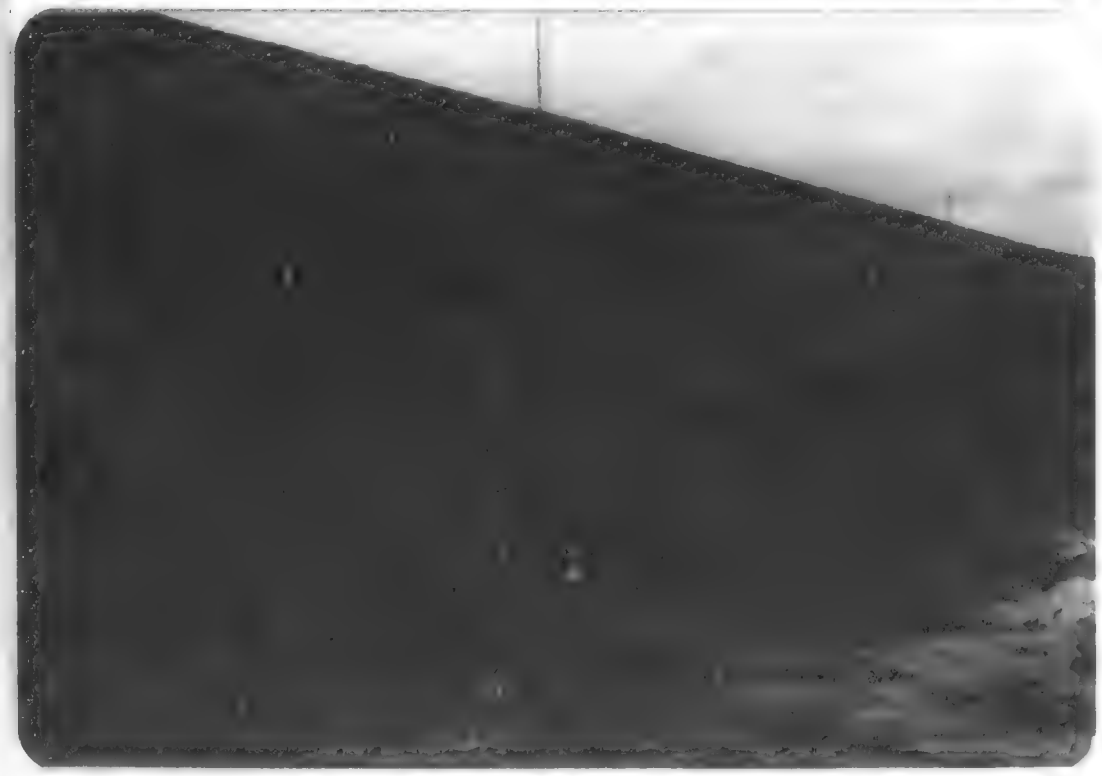
ALL PHOTOS THIS PAGE TAKEN
November 21, 1974



#9. S.B. STA. 1848 ±.
FIBERGLASS MAT PLACED-NOV. 4, 1974.
DESTROYED BY RAINSTORM-NOV.6, 1974



#10. SAME AS ABOVE



#11. SAME AS ABOVE

ALL PHOTOS THIS PAGE TAKEN
November 21st, 1974

7866

J

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON

Salem

December 11, 1974

FROM: R. J. Hacek
Accounting Systems Off.

SUBJECT: Gordon H. Ball, Inc.
Contract 7866

TO: C. W. Head
J. Bond
V. Gallagher
C. Barrett

Treasurer's Receipt #1453 (bond numbers 63/72 for $10,000.00) has been deposited in lieu of retainage on contract 7866.

A copy of the Treasurer's Receipt and letter will be filed (in the contract file) in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

No 1453

SAFEKEEPING RECEIPT

Received for Account of [redacted] Gordon H. Ball Inc.

Address [redacted] P.O. Box 897 Renton, Wash

Date Dec. 5, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
City of Redmond General Obligation Bonds 3.75% Due 12-1-76 County of Deschutes	63/72	10	1,000				10,000.00
							10,000.00

RECEIVED
DEC 10 1974
Contract Acctg.

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7866

Authority ORS 279.575

Countersigned by [signature] Deputy Cashier

[signature] State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

December 6, 1974

Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Attn: Donald Kane:

Gentlemen:

Enclosed please find Oregon State Treasury safekeeping receipt number 1453, dated December 5, 1974, in the amount of $10,000.00 covering City of Redmond G. O. Bonds numbers 63/72 due December 1, 1976.

We have credited the account of Gordon H. Ball Inc. contract number 7866.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek
cc: Gordon H. Ball Inc. P. O. Bx 997, Renton, Washington 98055

RECEIVED
DEC 10 1974
Contract Acctg.

COPY

7866 J

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON

Salem

November 26, 1974

FROM: R. J. Hacek
Accounting Systems Off.

SUBJECT: Gordon H. Ball, Inc.
Contracts 7660 & 7866

TO: C. W. Head V. Gallagher
John Bond C. Barrett

Treasurer's Receipt #1432 (TCD #237620 - $438,000.00 - contract 7660) and Treasurer's Receipt #1433 (TCD #237621 - $448,000.00 - contract 7866) have been issued in lieu of retainage on these contracts.

Treasurer's Receipts (Contract 7660) 492, 578, 712, 885, 1,008, 1,098, 1,231, 1,260, 1,313, 1,352, 1,381, 1,414 totaling $438,000.00 have been cancelled and returned to the contractor.

Treasurer's Receipts (7866) 886, 921, 950, 988, 1,010, 1,199, 1,262, 1,293, 1360 1,392, 1,415 totaling $448,000.00 have been cancelled and returned to the contractor.

The deposits and withdrawals were of equal value so no change resulted in the total amount on deposit.

Copies of the letters and Treasurer's Receipts will be filed (in the contract file) in the Commission and Staff Services Office.

CRP:pl

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1433

Received for Account of Gordon H. Ball Inc.

Date Nov. 19, 1974

Address P.O. Box 397 Renton, Washington 98055

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit First National Bank, Salem, Oregon Dated Nov. 15, 1974 Due May 13, 1975 Wells Fargo Bank N.A as escrow agent UTC escrow No G-714	237621	1	448,000				448,000.00
							448,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7866

Authority ORS 279.575

Countersigned by _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

RECEIVED
NOV 25 1974
Contract Adm.

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

November 19, 1974

Gordon H. Ball Inc.
Post Office Box 897
Renton, Washington 98055

Gentlemen:

As evidenced by the enclosed copy of a letter to the First National Bank of Oregon, Salem Branch, Salem, Oregon, we have released and mailed to them T.C.D's in the amount of $886,000.00 for credit of your company.

448
438
866

Enclosed please find our State Treasury safekeeping receipt number 1432, dated November 19, 1974, in the amount of $438,000.00 and safekeeping receipt number 1433, dated November 19, 1974, in the amount of $448,000.00 which replace the returned Time Certificate of Deposit to the First National Bank of Oregon Salem Branch, Salem, Oregon.

We are cancelling the following State Treasury safekeeping receipts:

	Number	TCD	Amount	Date
19	1360	208373	$ 65,000.00	Sept. 18, 1974
22	1414	237592	18,000.00	Nov. 6, 1974
23	1415	237588	53,000.00	Nov. 6, 1974
17	1313	208304	10,000.00	Aug. 13, 1974
18	1352	208361	5,000.00	Sept. 11, 1974
20	1381	208424	25,000.00	Oct. 9, 1974
21	1392	208466	45,000.00	Oct. 14, 1974
16	1293	208247	25,000.00	July 16, 1974
14	1260	208181	5,000.00	June 18, 1974

RECEIVED
NOV 25 1974
Contract Acctg.

COPY

November 19, 1974

	Number	TCD	Amount	Date
15	1262	208186	$ 25,000.00	June 18, 1974
13	1231	208137	5,000.00	May 17, 1974
12	1199	208078	30,000.00	April 23, 1974
11	1098	176532	10,000.00	Feb. 13, 1974
9	1008	176461	10,000.00	Jan. 17, 1974
10	1010	176476	15,000.00	Jan. 17, 1974
7	950	156281	75,000.00	Nov. 19, 1973
6	921	156235	25,000.00	Oct. 18, 1973
2	878	152504	100,000.00	Dec. 6, 1973
4	885	156154	100,000.00	Sept.13, 1973
1	492	141840	90,000.00	Sept 6, 1973
3	712	155980	60,000.00	May 2, 1973
5	886	156155	80,000.00	Sept 13, 1973
8	988	156336	10,000.00	Dec. 14, 1973
	Total		$886,000.00	

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek
cc: First National Bank of Oregon, Salem Branch, Salem, Ore.

RECEIVED
NOV 25 1974
Contract Acctg.

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

November 19, 1974

Salem Branch
First National Bank of Oregon
P. O. Box 2049
Salem, Oregon 97308

Attn: Douglas McGregor, Vice Pres.

Gentlemen:

Reference your letter dated November 18, 1974, and per instructions of Gordon H. Ball Inc. we are enclosing the following Time Certificate of Deposit for credit of the above named company:

Treas Rec #	T.C.D. No.	Amount	Bank
1313	208304	$ 10,000.00	First National, Salem Br.
1415	237588	53,000.00	First National, Salem Br.
1414	237592	18,000.00	First National, Salem Br.
1352	208361	5,000.00	First National, Salem Br.
492	141840	90,000.00	First National, Portland Main
578	152504	100,000.00	First National, Portland Main
1231	208137	5,000.00	First National, Salem Br.
1293	208247	25,000.00	First National, Salem Br.
1260	208181	5,000.00	First National, Salem Br.
1262	208186	25,000.00	First National, Salem Br.
950	156281	75,000.00	First National, Salem Br.
712	155980	60,000.00	First National, Salem Br.
988	156336	10,000.00	First National, Salem Br.
1008	176461	10,000.00	First National, Salem Br.
1199	208078	30,000.00	First National, Salem Br.
885	156154	100,000.00	First National, Salem Br.
886	156155	80,000.00	First National, Salem Br.

RECEIVED
NOV 25 1974
Contract Accig.

COPY

Treas Rec'd	T.C.D. No.	Amount	Bank
1010	176476	$ 15,000.00 ✓	First National, Salem Br.
921	156235	25,000.00 ✓	First National, Salem Br.
1392	208446	45,000.00 ✓	First National, Salem Br.
1381	208424	25,000.00 ✓	First National, Salem Br.
1360	208373	65,000.00 ✓	First National, Salem Br.
1098	176532	10,000.00 ✓	First National, Salem Br.
	Total	$886,000.00 ✓	

We acknowledge receipt of T.C.D. number 237620, in the amount of $438,000.00 and T.C.D. number 237621, in the amount of $448,000.00 which replace the enclosed T.C.D's.

Kindly acknowledge receipt by signing and returning the copy of this letter.

Very truly yours

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Gordon H. Ball Inc.
cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED
NOV 25 1974
Contract Acctg.

7866

OREGON STATE HIGHWAY DIVISION

R. L. Schroeder
J. B. Boyd
~~Rod Henry~~
File 41461
47344

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 25, 1974

RECEIVED
STATE HWY ENGR
NOV 26 74
REFER TO
FOR
Info | Invoss | R/D | D/R | Sum | Act | File

Mr. Thomas Kornelis
Chief Branch of Land
Bonneville Power Administration
P. O. Box 3621
Portland, OR 97208

Santiam-Chemawa Transmission
Line Relocation
Chemawa Indian School
File 41461 & 47344
Woodburn-Haysville Section
Pacific Highway
Marion County
Your File: EL-12

Dear Mr. Kornelis:

Here is a copy of a letter from Mr. Francis E. Briscoe, Acting Assistant Area Director (Administration), Bureau of Indian Affairs, dated November 15, 1974, which indicates that the plans for the relocation of your Santiam-Chemawa Transmission Line across the Chemawa Indian School property as submitted with your letter of October 22, 1974 is acceptable.

Mr. Briscoe, in the letter, suggests that the actual moving of the transmission line be deferred until such time as the plans for the construction of the new Chemawa Indian School are firm. The State Highway Division concurrs in Mr. Briscoe's suggestion.

Please wait on the preparation of a Trust Agreement for the proposed relocation until the Bureau of Indian Arrairs advises that they are going ahead with the construction of the new Chemawa School.

Please submit a bill for costs incurred to date by BPA in connection with the proposed transmission line relocation.

RIGHT OF WAY SECT.
RECEIVED
NOV 27 1974

NOTED
F. B. KLABOE

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:jrk
Enc.
cc: Francis E. Briscoe
Allan A. Hiserote

cc FBKlaboe
Fred I think this a good example of an agency waiting until a relocation is coherent and not upgrading funds unilaterally - They should be reimbursed for 11/25/74

#78665

820.5

November 18, 1974

Mr. Scott McArthur
McArthur & Horner, P.C., Lawyers
Monmouth Professional Center
P. O. Box 97
Monmouth, OR 97361

Dear Mr. McArthur:

Your File 3456
Laurell Hays

Reference is made to your November 6 letter concerning the Brooks Interchange on Interstate 5.

It had been anticipated that the contractor would complete the reconstruction of the Brooks Interchange prior to being shut down by winter weather; however, it is in a state of partial reconstruction and will remain in this condition during the winter months.

A temporary connection road from the westerly driveway of Mr. Hays' service station to the reconstructed Brooks-Hopmere Road has been designed to alleviate the access problem which Mr. Hays apparently has. It will have a paved surface and will be of ample width to allow vehicles to use either of Mr. Hays' driveways. The contractor plans to construct this connection within the next few days.

The Resident Engineer has contacted the contractor and has been assured that the parking of contractor vehicles and equipment will be controlled so no interference with Mr. Hays' service station access will occur in the future. It would appear that with the proposed temporary connection and cooperation from the contractor in parking his vehicles, the problems referred to in your letter should be minimized if not eliminated.

It is anticipated that work on the interchange will begin as soon as weather conditions permit and that it will be completed at an early date next spring.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter
C. T. Keasey (enc.)
C. O. Fredrickson

COF:lb ja

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

November 14, 1974

FROM: C. O. Fredrickson
REGION ENGINEER

SUBJECT: Assignment AEJ #120

TO: H. S. Coulter
ASSISTANT STATE HIGHWAY ENGINEER

The subject assignment and the attached letter from Scott McArthur of McArthur and Horner, PC, Lawyers, Monmouth, Oregon, were sent to our Resident Engineer E. J. Hall for his investigation and report. A copy of Mr. Hall's report to this office is attached, together with the suggested rough draft reply for Mr. Johnson's consideration.

Report not enclosed ja.

Mr. Hall is apparently aware of the problem and is working closely with Gordon H. Ball, the contractor on the subject project to eliminate the problem so far as possible during the winter months and until completion of the Brooks Interchange. Please advise this office if you feel that additional work or additional investigation is necessary.

COF:lb

cc: E. J. Hall
C. T. Keasey
J. L. Sollis

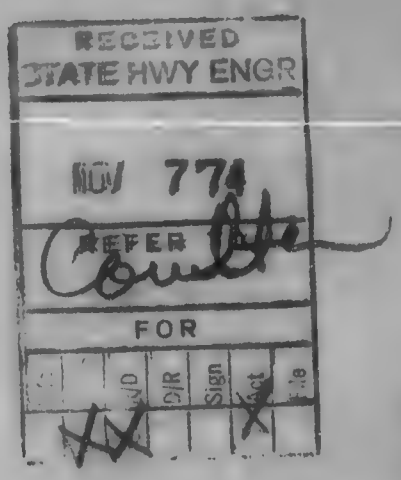
RECEIVED
NOV 15 1974
Office of
Assistant State Highway Engineer

McArthur & Horner, P.C.
Lawyers

Scott McArthur
William M. Horner

Monmouth Professional Center
P. O. Box 97,
Monmouth, Oregon 97361

Telephone
838-0251



November 6, 1974

F.B.Klaboe
State Highway Engineer
Highway Building
Salem, OR 97301

Re: Hays - State Highway Division
Our File No. 3456

Dear Sir:

We represent Terrell Hays, who is the lessee and occupant of that property located at the northwest corner of the Brooks Interchange on Interstate 5.

Your department has had under way a project for the reconstruction of the overhead structure and interchange for some time.

Under the terms of the conveyance of that portion of land adjacent this property to the State Highway Department for highway purposes, there was retained, by covenant, to Mr. Hays' predecessor in interest, and its successors, the free and unrestricted access to the property for entrance and exit. (This property is used as a gasoline service station.)

It is also our understanding that the contract documents for this construction require that free access be maintained to Mr. Hays' property.

For somewhat in excess of two weeks access to this property has been restricted by construction of channelization devices in front of this property. Further, trucks used in the construction have on frequent occasions blocked access to the entryways to this property.

Mr. Hays' business has been reduced to approximately 25% of its normal volume.

This letter is to request your assistance in mitigating damages, and to advise that when we have completed our research on this matter, we very well may look to the State Highway Division for compensation.

We would appreciate your assistance in helping resolve this problem as expeditiously as possible.

Very truly yours,

McARTHUR & HORNER, P.C.

Scott McArthur

SM:tke

7866

Form 81-734-2366

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Woodburn Int.-Hayesville Inter. Section Date November 12, 19 74

Highway Pacific Contract No. 7866

County Marion Prefix 624-1089

Contractor Gordon H. Ball, Inc. F. A. Project No. I-5-5(36)260

Address P.O. Box 513, Salem Order No. #1 - Supplemental #1.

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Provide flagmen for the purpose of safeguarding the public traveling by and through the project while said project is under construction.

Location by station numbers:

ENTIRE PROJECT

Estimate of quantities and cost:

State share of flagmen labor costs----------$90,000.00

11/12/74
States share of flagmen labor costs---------- 35,000.00

$125,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Funds provided in project authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job. Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.	Project authorization . . . . . $ 23,556,632 Present estimate of project costs, including $ 35,000 for work under this order $ 24,443,842 Expected ~~under-run~~ over-run amount . . . . . $ 867,210 Expected ~~under-run~~ over-run per cent 3.7%	Space to right of this line is for use of Salem Office

Submitted by: E H Ball
Resident Engineer

Approval Recommended: A K Jones
Regional Engineer

Approval Recommended: ....
for: Construction Engineer or Bridge Engineer

Approved P L Reed
Construction Engineer

AD
11-25-74

7866

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem

November 8, 1974

FILE: ~~CON~~

FROM: R. J. Hacek
Accounting Systems Off.

SUBJECT: Gordon H. Ball Inc.
Contracts 7660
7866
7960

TO: C. W. Head V. Gallagher
John Bond C. Barrett

Deposit in lieu of retainage on these contracts have been made as follows:

Treasurer's Receipt # 1413 (TCD #237589 - $10,000.00) Contract 7960
Treasurer's Receipt # 1414 (TCD #237592 - $18,000.00) Contract 7660
Treasurer's Receipt # 1415 (TCD #237588 - $53,000.00) Contract 7866

Copies of the receipts and letter will be filed (in the contract file) in the Commission and Staff Services Office.

CRP:pl

RECEIVED
NOV 8 - 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1415

Received for Account of Gordon H. Ball Inc.
P.O. Box 897
Address Renton, Washington 98055

Date Nov. 6, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit First National Bank Salem Oreg. Wells Fargo Bank N.A. as escrow agent UTC G-714 Expiration 30 days after date and each successive 30 day period thereafter	237588	1	53,000				$3,000.00
							$3,000.00

RECEIVED
NOV 7 1974
Contract Accts.

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7866

Authority ORS. 279.575

Countersigned by _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

November 6, 1974

Gordon H. Ball Inc.
P. O. Box 897
Renton, Washington

Gentlemen:

Enclosed please find Oregon State Treasury safekeeping receipt numbers 1413/1415 covering the following Time Certificate of Deposit we have received from the First National Bank of Salem, Oregon:

T.C.D. No.	Amount	Contract No.
237589	$10,000.00	7960
237592	18,000.00	7660
237588	53,000.00	7866

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, Attn: Dick Hacek
cc: First National Bank of Oregon, Attn: Douglas MacGregor, Vice Pres.

RECEIVED
NOV 7 1974
Contract Acctg.

COPY

Form 81-724-2308 7866 IP J

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Woodburn Int.-Hayesville Inter. Section Date November 8, 19 74

Highway Pacific Contract No. 7866

County Marion Prefix 624-1089

Contractor Gordon H. Ball, Inc. F. A. Project No. I-5-5(36)260

Address P.O. Box 513, Salem, Ore 97308 Order No. 11-Supplemental #2.

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

TEMPORARY EROSION CONTROL

Location by station numbers:

ENTIRE PROJECT

Estimate of quantities and cost:

		Supplemental #1	Supplemental #2
Equipment	$2,000	$2,000	$1,900
Labor	2,000	2,000	2,100
Material	1,000	1,000	21,000
	$5,000	$5,000	$25,000

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Erosion control work required immediately due to heavy rainfall. Funds provided in project authorization. 11-8-74. Several existing embankments failing at toe due to type of material combined with heavy rainfall. Necessary to construct rock inlay to prevent future erosion and possible fill failure which could lead to road closure.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$ 23,556,632
Present estimate of project costs, including $ 25,000 for work under this order	$ 24,285,822
Expected ~~XXXXXXX~~ over-run amount	$ 729,190
Expected ~~XXXXXXX~~ over-run per cent	3.1%

Space to right of this line is for use of Salem Office

Submitted by: E H Ball Resident Engineer

Approval Recommended: I Yrmes Regional Engineer

Approval Recommended: For Construction Engineer or Bridge Engineer

Approved J Lee C. Ball Construction Engineer

SP*79804-734

AD

7866

ROW 18-4

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 4, 1974

Mr. Alan A. Hiserote
Area Plant Management Officer
Bureau of Indian Affairs
P. O. Box 3785
Portland, OR 97208

Bonneville Power Administration
Santiam-Chemawa Transmission
Line Relocation
Woodburn-Haysville Section
Pacific Highway
Marion County
File No. 41461

Dear Mr. Hiserote:

Reference is made to a letter from Mr. Paul G. Graham, Acting Chief Branch of Lands, BPA, dated October 18, 1974 which transmitted a plan for the relocation of their Santiam-Chemawa Transmission Line at the Chemawa Indian School.

If the plan is acceptable please advise us at your earliest convenience so that we may proceed with the negotiations with Bonneville Power Administration for the transmission line relocation.

Yours truly,

Jack M. Cartwright
Utility Office Engineer

JMC:jrk

cc: Thomas Kornelis-BPA

bc: J. B. Boyd
Rod Henry
File No. 41461

624-1089
J.H. Verosteeg

OREGON STATE HIGHWAY DIVISION

October 29, 1974

REGION 2 ENGINEER RECEIVED 1974

Gordon H. Ball, Inc.
P.O. Box 513
Salem, Oregon 97308

Re: Woodburn-Hayesville Section
[redacted] Marion County
Contract No. 7866

Subject: Tree Planting
Austin Borrow Source

Attn: Brian Biskey
Engineer

Dear Brian:

Reference is made to your letter of September 30, 1974, quoting prices for planting trees in Austin Borrow Pit.

Due to difficulty in securing approval of our plans from the Federal Highway Administration, it has been necessary to revise our proposed planting of Austin Borrow. Attached hereto is two copies of the revised planting and tree list. Please note that the number of trees required has been reduced from 260 to 70 and that there is also a revised species list.

Please quote a price per tree based on this revised list.

Very Truly Yours,

E. O. Hall
Project Engineer

cc C.O. Fredrickson

cc Keasey
Verstoog

1 V
2 T
3 ##
4 T

7866

FORM 6-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 18, 1974

TO C. W. Head — Vince Gallagher
John Bond — Charles Barrett

FROM R. J. Hacek
Accounting Systems Officer

SUBJECT Gordon H. Ball, Inc.
Contract 7866

Treasurer's Receipt #1395 (Ranier Rural Fire Protection District General Obligation Bonds numbered 1 through 4 @ $5,000 each, or a total of $20,000) is a notice of a deposit in lieu of retainage on Contract 7866.

A copy of the receipt and letter will be filed in the contract file in the Commission & Staff Services Office.

CRP:njc

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1395

Received for Account of Gordon H. Ball Inc.
Box 897
Address Renton, Washington 98055

Date Oct. 16, 1974

RECEIVED
OCT 17 1974
Contract Acctg.

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
State of Oregon, County of Columbia Rainier Rural Fire Protection Dist. General Obligation Bonds dated 10-1-74 Due Oct 1, 1975 8%	1/4	4	5,000				20,000.00
							20,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7966

Authority ORS 274.575

Countersigned by Mark Crow Deputy Cashier

Jean A. Addison
State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

October 17, 1974

Gordon H. Ball Inc.
Box 897
Renton, Washington 98055

Gentlemen:

Reference a letter from Donald M. Drake Company, dated October 15, 1974, please find enclosed Oregon State Treasury safekeeping receipt number 1395, dated October 16, 1974, in the amount of $20,000.00 covering Rainer Rural Fire Protection Bonds, numbers 1/4 (4) @ $5,000.00 each, due October 1, 1975.

We have credited your Oregon State Highway contract number 7866.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek
cc: Donald M. Drake Company, Portland, Oregon

RECEIVED
OCT 17 1974
Contract Acctg.

COPY

7866

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 15, 1974

TO C. W. Head — Vince Gallagher
John Bond — Charles Barrett

FROM R. J. Hacek
Accounting Systems Officer

SUBJECT Gordon H. Ball, Inc.
Contract 7866

Treasurer's Receipt #1392 (TCD 208466 - $45,000) is a notice of a deposit to be used in lieu of retainage on Contract 7866.

Copies of the letters and the Treasurer's Receipt will be filed in the Contract File in the Commission & Staff Services Office.

CRP:njc

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1392

Received for Account of Gordon H. Ball Inc.
P.O. Box 897
Renton, Washington 98055

Address

Date Oct 14, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit First National Bank, Salem, Oregon Wells Fargo Bank as escrow agent UTC #G-714 Exp. 30 days after date and each successive 30 day period thereafter	208446	1	45,000				45,000.00 45,000.00

RECEIVED
OCT 15 1974
Contract Accts.
10:30 AM

In lieu of retainage on State Highway Contract No. 7866

Purpose of Deposit

ORS 279.575

Authority

Countersigned by

Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

October 14, 1974

Gordon H. Ball Inc.
P. O. box 897
Renton, Washington 98055

Gentlemen:

Enclosed please find Oregon State Treasury safekeeping receipt number 1392, dated October 14, 1974, in the amount of $45,000.00 covering T.C.D. number 208446, drawn on thr First National Bank of Oregon, Salem Branch, Salem, Oregon 97308.

We have credited your State Highway contract number 7866.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Department, attn: Dick Hacek

RECEIVED
1 1974
FINANCE BRANCH
OREGON STATE HIGHWAY DIVISION

RECEIVED
OCT 15 1974
FINANCE BRANCH
OREGON STATE HIGHWAY DIVISION

RECEIVED
OCT 15 1974
Contract Acctg.

COPY

FIRST NATIONAL BANK OF OREGON

SALEM BRANCH, 250 LIBERTY N. E., P. O. BOX 2049, SALEM, OREGON 97308, TELEPHONE: 399-3511

October 11, 1974

Mr. Merle Crowe, Cashier
State of Oregon
Treasury Department
Salem, Oregon 97310

Dear Merle:

According to instructions received from the Wells Fargo Bank and in behalf of Gordon H. Ball, Inc., we are enclosing our time certificate of deposit No. 208446 in the amount of $45,000. This certificate is in lieu of retainages for their contract No. 7866, escrow No. G714.

Please notify Dick Hacek of the Oregon State Highway Department, telephone 378-6578, of its receipt.

Sincerely,

A. B. Studach
Assistant Vice President

ABS:bn

Enclosure

cc: Dick Hacek, Oregon State Highway Dept.
LaVern Schamberg, Gordon H. Ball, Inc.
Ron Kallis, Vice President, National Accounts

RECEIVED
OCT 15 1974
Contract Acctg.

RECEIVED
OCT 11 1974
FINANCE BRANCH
OREGON STATE HIGHWAY DIVISION

7866

October 10, 1974

Gordon H. Ball, Inc.
300 Camille Avenue
P. O. Box 278
Danville, CA 95426

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7866 for work on the Quinaby and Perkins Road Unit, Woodburn-Hayesville Section of the Pacific Highway in Marion County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 25 days is granted to open Quinaby Road to traffic. This is for the seasonal effect of 1973 labor disputes. Extension for the Perkins Road work is denied.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
C. T. Keasey
V. L. Gallagher
C. O. Fredrickson

JAB:fr dpy

7866 files

bc: G. L. Green-FHWA w/copy indenture
C. W. Head
V. J. Skoog w/copy indenture
L. W. Rulien "
J. H. Versteeg "
J. B. Boyd w/original document
NOTE: Please arrange for transmission of compensation to BN
D. E. Swan w/4copies indenture
C. T. Keasey w/copy indenture
C. O. Fredrickson w/copy indenture
E. J. Hall w/copy indenture
NOTE: Upon completion of project please forward this copy to Dist. Engr.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 4, 1974

Burlington Northern Inc.
Industrial Development &
Property Management
820 Central Bldg.
Seattle, WA 98104

Easement Indenture
Chemawa Road X'ing of Oregon
Electric Railroad
Woodburn Intch.-Haysville Intch. Sec.
Pacific Highway
Marion County
Contract No. 7866
R/W File: 47417
BN File: RE-252 Bush, Oregon

Dear Sir:

Enclosed is the fully executed counterpart of the Easement Indenture covering the crossing of the Oregon Electric Railroad by Chemawa Road near Bush, Oregon, on the Woodburn Interchange-Haysville Interchange Section of Pacific Highway in Marion County. This Easement Indenture was submitted to us with your letter dated July 12, 1974.

This document was approved by the Chairman of the Highway Commission and signed by Mr. F. B. Klaboe, Administrator and State Highway Engineer on September 19, 1974, and is now being returned to you for your files. Our Right of Way Section will prepare the necessary documents to compensate Burlington Northern Railroad for this easement. When this easement is filed, the recording information will be forwarded to you.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jrk
Enc.

cc: Burlington Northern Inc.
Portland

NOTED
FRAN NEAVOLL

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

#7866

Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

Oregon Project I-5-5(36)260
Woodburn-Hayesville Section
Quinaby and Perkins Road Unit
SUBJECT: Time Extension Request

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 1, 1974

In reply refer to: 1041DB.2

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. H. S. Coulter

Your September 16, 1974 letter requested a time extension of the Quinaby structure for 25 calendar days. Justification was based on the substructure work being performed during the winter months which reduced the productivity.

As this delay was a direct result of the strikes, we concur in the 25-day extension of time for the Quinaby structure.

G. K. Hoosier
for G. L. Green

RECEIVED
OCT 7 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
OCT 4 74
REFER TO
Coulter
FOR
Ref | Init | D/R | Sign | Act | File

10-7-74
cy Const.
Fredrickson
Gallagher

cy all

NOTED
H.S. COULTER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 11, 1974

FILE:

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Time Extension Request
Quinaby and Perkins Road Unit
Woodburn-Hayesville Section
Contract No. 7866

The subject contract stipulated that neither Quinaby Road nor Perkins Road, among others, could be closed to traffic more than 300 calendar days. Liquidated damages in the amount of $100 per day are to be assessed for closure in excess of the allotted time. Quinaby Road was closed August 30, 1973 and the 300 calendar days would have elapsed August 5, 1974 after allowing for stop work and labor dispute time not counted. Perkins Road was closed October 16, 1973 and time then will expire September 25, 1974. It is expected to be reopened by about that time.

The contractor, Gordon H. Ball, Inc., has requested a 27-day extension of time for each road closure. Impact from two labor disputes and abnormal weather are claimed by the contractor as the reasons for his inability to open the roads to traffic within the allotted time.

Inclement weather, in itself, is not generally a basis for granting additional time. Heavy rainfall can be expected in western Oregon from mid-fall on into the spring. While the rainfall during the 73-74 winter was greater than average, particularly during November, it was not a cataclysmic phenomenon of nature which could be construed as an "act of God". The number of days of freezing weather and the high water cited by a subcontractor do not appear unusual for the area.

The weather should be considered, however, when the completion date is extended due to reasons beyond the contractor's control. The labor disputes that occurred during the summer of 1973 delayed the start of the Quinaby Road U'xing work. The first schedule submitted by the contractor showed this work beginning in late June but, due to the labor disputes, the contractor lost over two months of prime construction weather. Although day charges did not commence until the bridge was closed on August 30, 1973, the delay caused the substructure work to be performed during worse weather conditions. If days in which the work was performed are considered only 2/3 as productive as the summer weather lost, the contractor could be allowed an additional month to complete the work. This would provide for three months of poorer weather time to offset the loss of two good weather months.

RECEIVED
SEP 13 1974
Office of
Assistant State Highway Engineer

The labor disputes which occurred during the summer of 1973 caused no apparent delay to the Perkins Road U'xing work. The work actually started October 16, 1973 ahead of the original schedule which apparently contemplated winter work.

Based on the above, I recommend that the contractor be granted a 25-day extension of time to open Quinaby Road to traffic and that his request for additional time to open Perkins Road to traffic be denied. This is a Federal-aid Interstate project and any adjustment of contract time will require FHWA concurrence.

A rough draft letter to the FHWA requesting their approval is attached.

JAB:fr

Att.

cc: V. L. Gallagher

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 3, 1974

FILE: 624-1089

Route: Keasey, Bond, Jeckmond, Harwood, Johnson, Wallace, Scofield, Glenn, Berg

RECEIVED
JUL 5 1974
CONSTRUCTION

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

TO: C. T. Keasey
CONSTRUCTION ENGINEER

SUBJECT: Time Extension Request
Quinaby and Perkins Road Unit
Woodburn-Hayesville Section
Pacific Interstate Highway

Attached is a formal request from Gordon H. Ball, Incorporated requesting an additional 27 calendar days to complete the Quinaby Road and Perkins Road undercrossing structures. This would increase the allowable 300 calendar days to 327. Also accompaning their formal request are numerous attachments.

Resident Engineer, E. J. Hall has done a very thorough job of analysis in his attached June 27, 1974, letter of transmittal with respect to the Quinaby Road portion. Based on this analysis an additional 27 calendar days is recommended. These days are recommended on the basis that last summers strike pushed them into bad weather last winter and these days should not be exchanged one on one. The contractor will also benefit from the 5 day suspension of work for the 4th of July holiday.

With respect to the Perkins Road structure, the exchange of summer work time for winter work time is not quite as clear because the revised expiration date is August 19, 1974, before applying this years 4th of July's suspension of work order. This is in effect most of this summer. Even so, some additional time is recommended. A reasonable basis would be to split the 27 requested days and grant an additional 14 calendar days. This is recommended.

Since submittal of the formal request, Project Engineer, William D. Hoodenpyle has presented the attached June 27, 1974, letter to Mr. Hall. In it he requests an additional 10 days due to the recent Cement Masons Strike. Rather than handle this on the formal time extension request, it is being done on the daily job time charges as is allowable by the specifications.

GWW/elk
Attachs.
cc: E. J. Hall

FORM P.-35

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 27, 1974

TO C. O. Fredrickson
Region Engineer

FROM E. J. Hall
Resident Engineer

SUBJECT Woodburn Int.-Hayesville Inter. Section 7866
Pacific Highway - Marion County - Contract No. 7966
Request for Time Extension, Quinaby Road and Perkins Road Structures

Transmitted herewith is a letter from the prime contractor on the subject project accompanied by five completed forms "Contractors Request for Increase in Number of Work Days to Complete Construction Contract".

The subcontractor for the structures has also prepared and included a request for an extension of time, accompanied by a letter of explanation and various weather charts. Even though the subcontractor has no legal standing with regards the contract, I am forwarding his request and data as supporting material.

The recording of the elapsing closure time for Quinaby Road began on August 30, 1973 and for Perkins Road on October 16, 1973.

In checking the subcontractors original schedule made in April 1973, prior to any labor disputes, Quinaby structure was to be completed on February 20, 1974 and Perkins structure on August 19, 1974. On his latest schedule #5, dated January 8, 1974, Quinaby structure was to be completed on June 28, 1974 and Perkins structure completed on July 29, 1974.

The 300 calendar days for Quinaby structure will elapse on June 29, 1974 and for Perkins Structure on August 20, 1974. These dates include all stop work orders issued to date, plus a coming stop work order covering July 3 - 7, 1974.

The bridge subcontractor has had to adjust his structure schedule several times, basically due to delay in the grading work. The major delay in the grading work was the loss of 78 calendar days during the 1973 construction season. Also, work on the structures was shut down during June 1974 for a total of 10 days due to the cement masons strike. As all of this lost time affected and delayed the structures in question, I would recommend that the request for 27 days time to complete Quinaby structure and roadway be granted. I believe their request for a time extension on Perkins structure should be held in abeyance as it now appears, barring another labor dispute, that the Perkins structure and roadway will be completed by August 20, 1974.

S-220 (Rev. 5-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 10, 19 74

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 300 days to 327 days, within which to complete our Contract No. 7866, without the assessment of liquidated damages. The said contract is described as follows:
(Woodburn Interchange - Hayesville Interchange: Quinaby Road U'xing-Perkin Road U'xing)

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

(see attached)

Respectfully submitted,

GORDON H. BALL, INC.
Contractor

By Alden D. Curran - Project Manager

CONSENT OF SURETY

Date June 14, 19 74

We, ARGONAUT INSURANCE COMPANY

and THE AMERICAN INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

ARGONAUT INSURANCE COMPANY

Attorney-in-fact

DEAN L. BECK, ATTORNEY-IN-FACT

Resident Agent

THE AMERICAN INSURANCE COMPANY

DEAN L. BECK, (SEAL) ATTORNEY-IN-FACT

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7866 Contractor Gordon H. Ball, Inc.

Highway Pacific Interstate

Section Woodburn Interchange-Hayesville Interchange

Kind of Work Grading, Paving, Structures, Signing & Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Granted in part Quinaby Road undercrossing:

Effects of the 1973 Labor Dispute caused this structure to be constructed in poorer weather than originally contemplated A reasonable adjustment is 27 calendar days. Construction Section recommends 25 days.

Perkins Road Undercrossing Structure:

The strike also caused this structure to be constructed in more adverse weather but not nearly as much so as with the Quinaby Road structure. A reasonable adjustment is 14 calendar days. Construction Section recommends that this be denied.

Recommended for Approval:

Harold Kimes
Regional Engineer

Construction Engineer or Bridge Engineer

Construction Section Recommendation

State Highway Engineer

Contract No.	7866
Project designation	I-5-5 (36) 260 State-Federal
Date awarded	March 16, 1973
Work started	Quinaby-August 30, 1973 Perkins-October 16, 1973
Per cent completed	Quinaby-87% Perkins-79%
No. of Workdays Allowed	Calendar Date 300
No. of Workdays Used	Calendar 300
No. of Added Workdays Requested	Quinaby-June 29, 1974 - Perkins-August 20, 1974 27 Calendar

SP*27605-734

B-350 (Rev. 3-72)

RECEIVED
JUN 5 1974
GORDON H. BALL, INC.
JOB 513

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Date May 31, 1974

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 300 days to 327 days, within which to complete our Contract No. 7866, without the assessment of liquidated damages. The said contract is described as follows:

Woodburn Interchange-Hayesville Interchange: Quinaby Road U'xing - Perkins Road U'xing

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

(see attached)

Respectfully submitted,

DONALD M. DRAKE COMPANY
Contractor

By Webster E. Smith
Webster E. Smith, Operations Mgr.

CONSENT OF SURETY

Date June 3, 1974

We, THE TRAVELERS INDEMNITY COMPANY

, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

William K. Thie
William K. Thie, Attorney-in-fact

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. ..... Contractor .....

Highway .....

Section .....

Kind of Work .....

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

Recommended for Approval:

.....
Regional Engineer

.....
Construction Engineer or
Bridge Engineer

.....
State Highway Engineer

Contract No.	
Project designation	State-Federal
Date awarded	
Work started	
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

SP-67865-734

DONALD M. DRAKE COMPANY
1740 N. W. FLANDERS STREET • PORTLAND, OREGON 97209
INCORPORATED JANUARY 2, 1973

TELEPHONE (503) 228-3991

Reply to:
4185 Brooklake Rd. N.E.
Salem, Oregon 97305
Telephone (503) 393-1075

May 31, 1974

Oregon State Highway Division
P. O. Box 30
Salem, Oregon

Attention: Gary Ross

Subject: Woodburn Interchange - Hayesville Interchange
Oregon State Highway Division Contract 7866

Reference: Oregon State Highway Division Special Provisions, Section 104.05
Maintenance Of Traffic Through The Work: 300 Calendar Day Limitation
For Quinaby Road U'xing and Perkins Road U'xing

Gentlemen;

During the initial 1973 summer season for this project we encountered numerous labor strikes as itemized below:

1.) International Union Of Operating Engineers
Local Union No. 701

From June 11, 1973 to July 14, 1973
From July 15, 1973 to Aug. 3, 1973

2.) United Brotherhood of Carpenters and Jointers of America
Local Union No. 1065
International Building and Common Laborers Union of America
Local Union No. 320

From Aug. 16, 1973 to Aug. 22, 1973

These strikes not only accounted for a calendar day loss of 42 days but also eliminated the heart of the summer season. With the loss of the best and most efficient weather season for construction, work which was originally scheduled to be performed during the summer months had to be performed during the winter months with the resultant loss in maximum production.

In the construction industry it is assumed that during normal winter conditions a loss in efficiency will result and this loss in production is used in scheduling the actual production rates.

As shown in Exhibit 1 (Schedule No. 5 for Quinaby Road U'xing & Perkins Road U'xing) the Quinaby Road U'xing was scheduled for completion on June 28, 1974 and the Perkins Road U'xing was scheduled for completion on August 1, 1974.

(continued)

May 31, 1974

Oregon State Highway Division

During the winter season of 1973-74 the weather conditions were considerably above normal, resulting in excess rainfall, flooding and freezing.

As shown in Exhibit No. 2, the precipitation in November of 1973 was 167% above normal, in December 1973 50% above normal, in January 1974 was 58% above normal, in February 1974 was 16% above normal, and in March 1974 was 84% above normal. For this five month period the precipitation was an average of 74% above normal. This excessive rainfall obviously resulted in a loss of production beyond our control and a subsequent delay in completing the Quinaby Road U'xing and the Perkins Road U'xing. We incurred an average 10% efficiency loss because of the abnormal winter conditions and because the work was performed during the winter season instead of the summer season.

Because of the heavy rainfall, flooding developed which exceeded all flooding since 1964. Attached is Exhibit No. 3 illustrating the mean water elevations of the Willamette River from January 5, 1973 until April 16, 1974. Our Ready-Mix Concrete supplier, R. C. Parsons & Son, is located in an area adjacent to the Willamette River which under normal winter conditions (mean water elevations: 8.68) is not subject to flooding. Not until the mean water elevation rises above 18.00 does this area become subject to flooding. Repeatedly from Nov. 11, 1973 until April 4, 1974 the mean elevation exceeded 18.00. This excessive flooding obviously resulted in a loss of production beyond our control and a subsequent delay in the completion of the Quinaby Road U'xing and the Perkins Road U'xing.

As shown in Exhibit No. 2, during the period January 7, 1973 to January 11, 1973 inclusive, freezing weather was encountered which averaged 18 degrees below normal and resulted in limited production due to the safety hazards of freezing conditions. These freezing conditions again resulted in delays to the completion of the Quinaby Road U'xing and the Perkins Road U'xing which were beyond our control.

Therefore, in accordance with the Oregon State Highway Division Standard Specifications Section 108.09, we request an extension of time for the Quinaby Road U'xing and the Perkins Road U'xing as follows:

1.) Abnormal Rainfall:	15 calendar days
2.) Abnormal Flooding:	7 calendar days
3.) Abnormal Freezing:	5 calendar days
Total:	27 calendar days

The above request in no way excludes further requests for extensions of time.

Exhibit No. 2

	Precipitation Inches	Departure From Normal	Normal	Percent Above Normal
November 1973	1523	952	571	167%
December 1973	1108	371	737	50%
January 1974	1089	399	690	58%
February 1974	556	077	479	16%
March 1974	795	362	433	84%
Totals	5071	2161	2910	74%

LOCAL CLIMATOLOGICAL DATA

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
ENVIRONMENTAL DATA SERVICE

SALEM, OREGON
NATIONAL WEATHER SERVICE OFC
MC NARY FIELD
NOVEMBER 1973

Latitude 44 °55 'N Longitude 123 °01 'W Elevation (ground) 196 ft. Standard time used: PACIFIC WBAN #24232

Date	Temperature °F: Maximum	Minimum	Average	Departure from normal	Average dew point	Degree days Base 65°: Heating	Cooling	Weather types on dates of occurrence (1 Fog, 2 Heavy fog x, 3 Thunderstorm, 4 Ice pellets, 5 Hail, 6 Glaze, 7 Duststorm, 8 Smoke, Haze, 9 Blowing snow)	Snow, ice pellets or ice on ground 0400 M	Precipitation: Water equivalent in.	Snow, ice pellets in.	Avg. station pressure in. Elev. 201 feet msl	Wind: Resultant direction	Resultant speed m.p.h.	Average speed m.p.h.	Fastest mile: Speed m.p.h.	Fastest mile: Direction	Sunshine: Hours and tenths	Sunshine: Percent of possible	Sky cover Tenths: Sunrise to sunset	Sky cover Tenths: Midnight to midnight	Date
1	53	32	43	-6	33	22	0		0	.02	0	29.82	22	2.8	6.0	13	02			4	4	1
2	48	24	36	-13	27	29	0	1	0	0	0	29.86	34	1.6	2.6	7	01			0	0	2
3	44	24◇	34◇	-14	30	31	0	1 8	0	.46	0	29.83	19	7.5	7.6	25	18			9	8	3
4	42	33	38	-9	35	26	0		0	.75	0	29.62	19	10.7	12.5	20	19			9	9	4
5	40	33	37	-11	32	28	0	1	0	.40	.5	29.46	33	1.7	3.7	12	18			10	10	5
6	51	38	45	-2	38	20	0		0	.10	0	29.72	17	9.7	10.1	17	18			8	9	6
7	48	40	44	-3	40	21	0	1	0	.07	0	29.85	14	1.7	4.9	10	18			10	10	7
8	53	41	48◇	1	40	17	0	1	0	1.45	0	29.62	01	3.9	4.5	12	18			10	10	8
9	61	54	58◇	12	53	7	0	1	0	.77	0	29.47	19	13.0	13.4	21	18			10	10	9
10	60	49	55	9	50	10	0	2	0	.54	0	29.60	21	2.9	6.0	16	19			10	10	10
11	61◇	43	53	7	49	12	0	1	0	.63	0	29.51	18	8.8	9.4	16	26			10	10	11
12	54	46	50	4	42	15	0	1	0	.87	0	29.44	19	11.8	12.1	23	18			10	10	12
13	49	43	46	0	39	19	0		0	.74	0	29.49	19	13.2	13.4	23	20			10	10	13
14	48	42	45	0	40	20	0		0	1.25	0	29.57	18	13.2	13.7	25	19			10	10	14
15	53	45	49	4	45	16	0	1	0	2.13	0	29.39	19	13.7	13.5	29	18			10	10	15
16	53	36	45	0	40	20	0		0	.97	0	29.90	21	10.0	10.9	26	22			10	8	16
17	45	36	41	-4	38	24	0	1	0	0	0	29.63	36	4.9	5.0	13	36			10	9	17
18	48	28	38	-7	31	27	0		0	.05	0	29.81	25	2.5	6.6	17	33			4	4	18
19	47	30	39	-6	32	26	0		0	.43	0	29.98	18	11.5	11.9	21	16			10	9	19
20	44	39	42	-2	37	23	0		0	.99	0	29.50	19	16.6	16.8	24	19			10	10	20
21	47	40	44	0	37	21	0		0	.89	0	29.55	21	9.3	10.2	20	19			10	10	21
22	45	36	41	-3	36	24	0		0	.03	0	29.68	19	5.6	5.8	10	18			9	9	22
23	46	37	42	-2	37	23	0		0	.51	0	29.70	21	8.6	14.1	23	18			10	9	23
24	47	36	42	-1	37	23	0		0	.23	0	29.89	19	8.2	9.4	25	18			9	9	24
25	46	40	43	0	37	22	0	1	0	.32	0	29.44	21	8.4	9.9	29	18			10	10	25
26	45	39	42	-1	38	23	0		0	.09	0	29.58	18	9.9	10.1	18	18			10	9	26
27	54	44	49	6	44	16	0	1	0	.18	0	29.71	19	19.1	19.1	29	19			10	10	27
28	53	41	48	5	42	17	0	1	0	.56	0	29.74	18	14.3	15.8	29	18			10	10	28
29	47	41	44	1	40	21	0		0	.11	0	29.66	16	8.1	8.2	14	18			10	10	29
30	47	40	44	1	40	21	0	2	0	.09	0	29.35	04	.6	1.7	17	18			10	10	30
	Sum	Sum				Total	Total			Total	Total	For the month:						Total	% for month	Sum	Sum	
	1483	1194				624	0	Number of days		19.23	.5	29.63	19	7.5	9.8	29	18			274	296	
	Avg.	Avg.	Avg.	Dep.	Avg.	Dep.	Dep.	Precipitation		Dep.						Date:	28◇	Possible		Avg.	Avg.	
	49.4	38.5	44.0	-1.2	39	30		≤ .01 inch 28		9.52										9.1	8.9	

Number of days: Maximum Temp. ≤ 90° ‡	≤ 32°	Minimum Temp. ≤ 32°	≤ 0°	Season to date: Heating Total	Cooling Total
0	0	3	0	1243	231
				Dep.	Dep.

Snow, ice pellets ≤ 1.0 inch 0
Thunderstorms 0
Heavy fog X 2
Clear 1 Partly cloudy 2 Cloudy 27

Greatest in 24 hours and dates: Precipitation 2.46 | 13-14 | Snow, ice pellets .5 | 5

Greatest depth on ground of snow, ice pellets or ice and date: T | 5

HOURLY PRECIPITATION (Water equivalent in inches)

Date	A.M. Hour ending at: 1	2	3	4	5	6	7	8	9	10	11	12	P.M. Hour ending at: 1	2	3	4	5	6	7	8	9	10	11	12	Date
1				.02	T	T																			1
2																									2
3															.01	.01	.02	.08	.02	.01	T	.03	.16	.12	3
4	.04	.08	.04	.12	.03	.05	.04	.03	.05	T	.01	.03	.05	T	T	T	T	.04	.07	T		.02	.01		4
5				T	.01	.03	.08	.04	.05	.03	.04	.02	.04	T	T	.02	T	T	.01	T					5
6	T	T	T	.01	T		T	.01	T	T		.01	.04	.01	.02		T	T	T		T			T	6
7	T															T	T	T			T	T	.03	.04	7
8	.02	.02	.01			T	.01	.04	.03	.09	.07	.02	.03	.07	.10	.18	.14	.13	.09	.14	.09	.07	.01	.07	8
9	.10	.05	.02	.03	.05	.19	.08	.03	.02	.06	.04	.04	.05	.01	T	T	T	T							9
10					T	.01	.04	.12	.05	T	T					T	.08	.10	.06	.04	T	T	T	.01	10
11		T	.02	.00	.01		T	.02	.09	.08	.04	.01	T	T	T	.04	T	.12	.06	.02	T				11
12	.02	.12	.09	.09	.08	.11	.18	.08	.05	T	T	T	.03	.01	T	T					.01				12
13	.01	.22	.09	.07	.04	.08	.02	.02	.03	T	T	.01	.02	.03	T	.01	.01	.01	.01	.02	T	.03	.01	T	13
14	.02	.12	.18	.10	.16	.02	.04	.02	T	T	T		T	.01	.02	.03	.01	.06	.09	.09	.06	.07	.08	.07	14
15	.04	.03	.02	.07	.07	.08	.12	.17	.05	.12	.13	.07	.09	.08	.22	.10	.11	.25	.18	.06	T	T	T	.05	15
16	.33	.07	T		T	T	.01	T	.07			.02	.04	.01	T										16
17																									17
18														.09	T										18
19																		T		T	.07	.12	.10	.14	19
20	.10	.08	.09	.07	.01	T	T	T	T	.01	.01	.02	.04	.02	.02	.07	.08	.09	.12	.04	.04	.04	.04	T	20
21	.13	.10	.03		.01	T						.02		.01	T	T	.03	.01	T	.09	.11	.13	.14	.02	21
22	.01	T	T	T	T		T	T							T	T	.02		T						22
23					.01	.02	.03	.08	.09	.03	.03	.02	T	T	.02	.09	.02	T	T	.02	T	.03	T	T	23
24	.02	T	.03				.01											T	T	T	T	.04	.07	.04	24
25	.01	.03	.05	.10	.01	T	.01	T	.02	T		.01	.03	T	.03	.01	T	.01	T	T	T	T	T	T	25
26	.01		.01					T	T				.01	T	.01	.02	.02	T	T	T	T	T	T	.01	26
27	T	.02	.02	.02	.03	T	.03	.01	T	T	.01	.02	.01	.01		T	T	T	T	T		T	T	T	27
28	T	T	T	T	T	T	.12	.27	.03	T	T	T	.01	.01	.01	.01	T	T	T	▪	T	.01	.01	.03	.03	28
29	.01	T	.02	.03	.01					.01	T	T	T	.01	.01	.01	T	T	T	T	T				29
30		T	.01	T	T									.01	.03	.02	T	T	T	.02	T				30

* Extreme temperatures for the month. May be the last of more than one occurrence.
— Below zero temperature or negative departure from normal.
‡ ≥ 70° at Alaskan stations.
◇ Also on an earlier date, or dates.
X Heavy fog restricts visibility to ¼ mile or less.
T In the Hourly Precipitation table and in columns 9, 10, and 11 indicates an amount too small to measure.

The season for degree days begins with July for heating and with January for cooling.
Data in columns 6, 12, 13, 14, and 15 are based on 8 observations per day at 3-hour intervals.
Wind directions are those from which the wind blows. Resultant wind is the vector sum of wind directions and speeds divided by the number of observations. Figures for directions are tens of degrees from true North; i.e., 09 = East, 18 = South, 27 = West, 36 = North, and 00 = Calm. When directions are in tens of degrees in Col. 17, entries in Col. 16 are fastest observed 1-minute speeds. If the / appears in Col. 17, speeds are guess.
Any errors detected will be corrected and changes in summary data will be annotated in the annual summary.

Subscription Price: Local Climatological Data $ 2.00 per year including annual issue if published, foreign mailing 75¢ extra. Single copy: 20¢ for monthly issue; 15¢ for annual summary. Make checks payable to Department of Commerce, NOAA. Send payments and orders to National Climatic Center, Federal Building, Asheville, North Carolina 28801.

I certify that this is an official publication of the National Oceanic and Atmospheric Administration, and is compiled from records on file at the National Climatic Center, Asheville, North Carolina 28801.

William H. Haggard
Director, National Climatic Center

SUMMARY BY HOURS

Hour Local time	AVERAGES: Sky cover Tenths	Station pressure in.	Temperature °F: Air	Wet bulb	Dew Pt.	Relative humidity %	Wind speed m.p.h.	Resultant wind: Direction	Speed m.p.h.
01	▪	29.62	43	41	38	83	10.3	18	8.9
04	▪	29.62	43	41	38	▪▪	9.2	19	7.8
07	▪	29.62	42	40	38	▪▪	8.9	19	6.9
10	▪	29.66	44	42	39	82	10.2	20	7.7
13	▪	29.64	46	43	40	78	10.2	19	6.3
16	▪	29.63	46	43	39	77	9.8	19	6.9
19	▪	29.62	44	42	39	82	9.7	18	7.7
22	▪	29.63	43	41	38	83	9.3	19	7.7

USCOMM — NOAA — ASHEVILLE 275

NOTICE: CLIMATOLOGICAL NORMALS BASED ON THE PERIOD 1941-1970 ARE EFFECTIVE AS FOLLOWS
HEATING DEGREE DAYS - JULY 1, 1973
COOLING DEGREE DAYS, TEMPERATURE, AND PRECIPITATION - JANUARY 1, 1974

OBSERVATIONS AT 3-HOUR INTERVALS

HOUR	SKY COVER Tenths	CEILING Hund. ft	VISIBILITY Whole Miles	VISIBILITY Hund. ths	WEATHER	TEMPERATURE AIR °F	TEMPERATURE WET BULB °F	TEMPERATURE DEW PT. °F	REL. HUM %	WIND DIR	WIND SPEED Knots
DAY 01											
01	10	35	10			43	41	38	83	23	7
04	10	35	10			43	41	38	83	24	6
07	3	UNL	20			36	35	33	89	18	6
10	3	UNL	20			47	42	37	68	25	6
13	3	UNL	30			52	41	27	38	04	6
16	2	UNL	30			50	41	30	46	07	6
19	2	UNL	15			38	35	30	73	23	4
22	0	UNL	15			36	33	29	76	19	4
DAY 02											
01	0	UNL	10			29	28	26	88	00	0
04	0	UNL	7			30	29	27	89	00	0
07	0	UNL	4		GF	27	26	24	88	00	0
10	0	UNL	10			38	35	30	73	36	5
13	0	UNL	30			46	40	31	36	34	5
16	0	UNL	15			47	39	28	48	01	4
19	0	UNL	15			39	31	27	79	00	0
22	0	UNL	15			36	28	25	82	22	4
DAY 03											
01	0	UNL	7			27	26	23	83	19	4
04	3	UNL	7			26	25	22	85	00	0
07	3	UNL	3		GF	24	23	21	88	18	6
10	10	1	0	12	F	32	31	29	87	16	5
13	10	50	5		GFK	40	37	34	79	20	5
16	10	20	10		RW	44	41	38	80	18	10
19	10	20	1		R	42	39	36	79	19	12
22	10	25	10		R	40	38	36	86	20	11
DAY 04											
01	10	11	5		R	40	38	35	82	18	13
04	10	11	7		R	40	38	35	82	19	13
07	10	10	4		R	[illegible]	38	36	86	18	16
10	10	12	7			[illegible]	38	36	86	21	18
13	10	29	15		R	[illegible]	37	35	89	18	16
16	10	22	10		RW	[illegible]	37	34	87	17	12
19	10	12	6		RW	38	36	34	86	18	8
22	10	45	15		RW	37	35	33	89	16	7
DAY 05											
01	10	100	15		R	36	34	32	85	00	0
04	10	10	10		R	36	34	32	85	00	0
07	10	4	1	8	RS	34	33	30	85	36	7
10	10	4	1	8	RS	34	33	30	85	34	7
13	10	8	3		RF	38	36	34	86	32	8
16	10	40	10		RS	38	37	35	89	00	0
19	10	45	15		RW	37	35	33	83	18	7
22	10	45	15		RW	35	34	32	89	00	0
DAY 06											
01	10	45	10		RW	40	38	34	86	19	9
04	10	15	10		R	40	38	34	86	17	8
07	10	25	7		RW	40	38	34	86	18	9
10	9	30	10			43	41	39	86	18	13
13	4	UNL	15			48	45	42	80	17	9
16	9	50	10			48	43	37	66	21	7
19	10	60	10			44	42	40	86	17	7
22	10	60	10			37	34	31	86	17	7
DAY 07											
01	10	25	10			44	42	40	86	18	7
04	10	60	10			44	42	40	86	18	9
07	10	35	20			42	40	38	86	18	8
10	10	30	20			44	42	39	83	00	0
13	10	100	20			47	44	41	80	04	4
16	10	60	10		RW	46	44	41	83	04	4
19	10	35	10			43	42	41	86	00	0
22	10	6	5		RF	42	42	41	93	36	5
DAY 08											
01	10	6	2		RF	42	41	40	93	36	5
04	10	7	2		F	42	41	40	93	32	5
07	10	7	2		LF	42	41	39	89	36	4
10	10	7	2	8	RF	42	41	39	89	34	5
13	10	5	1	8	RF	43	42	40	89	03	6
16	10	4	1	8	RF	44	43	41	89	02	4
19	10	4	1		RF	43	42	40	89	04	4
22	10	3	1		RF	44	43	42	93	00	0
DAY 09											
01	10	15	8		R	34	32	30	86	18	11
04	10	25	5		R	36	34	32	87	18	10
07	10	25	3		R	35	33	32	90	19	10
10	10	25	7		RW	38	36	34	87	19	10
13	10	25	4		RW	39	37	35	87	19	14
16	10	40	10			41	37	34	78	19	12
19	10	60	10			39	36	33	81	18	13
22	7	40	15			37	33	30	78	22	13
DAY 10											
01	10	100	15			39	37	34	78	21	7
04	10	40	15			41	39	36	78	00	0
07	10	4	1	8	RWF	39	37	34	78	01	4
10	10	3	1	8	RWF	39	37	34	78	01	4
13	10	4	1	8	R	39	37	34	78	34	4
16	10	8	3	8	RWF	39	37	34	78	00	0
19	10	40	8		R	39	37	34	78	18	11
22	10	29	1		R	39	37	34	78	01	12
DAY 11											
01	10	35	10		RW	39	38	35	87	20	8
04	10	40	10		RW	38	37	34	87	20	8
07	10	60	15		RW	36	35	33	89	19	13
10	10	60	15		RW	35	33	30	83	18	12
13	10	60	10		R	36	34	31	83	17	10
16	10	30	7		RW	38	37	35	89	18	8
19	10	25	10		RW	39	37	35	87	12	6
22	10	25	10		RW	41	40	38	89	00	0
DAY 12											
01	10	3	2		RWF	40	40	40	89	00	0
04	10	3	2		RWF	41	40	40	89	00	0
07	10	40	5		RW	40	40	40	86	18	10
10	10	35	5			39	38	37	86	19	17
13	10	40	10		RW	38	38	41	77	21	13
16	10	120	15			41	40	40	77	21	16
19	10	35	10			41	40	40	77	18	16
22	9	35	10			40	40	38	74	18	12
DAY 13											
01	10	30	5		R	40	40	42	83	17	13
04	10	30	5		R	39	38	40	86	18	21
07	10	15	4		R	38	38	40	86	18	17
10	10	40	5		R	40	40	42	83	24	7
13	10	25	4		R	40	40	42	86	03	4
16	10	35	5		R	39	38	40	83	19	19
19	10	15	5		R	39	38	41	86	21	13
22	10	12	10		RW	39	38	40	83	18	14
DAY 14											
01	10	30	7		RW	42	41	38	83	18	18
04	10	[illegible]	4		RW	44	42	39	83	18	19
07	10	[illegible]	10		R	44	42	39	83	22	8
10	10	[illegible]	15			44	43	42	86	18	10
13	10	[illegible]	15		RW	47	45	43	86	24	7
16	10	[illegible]	15		RW	45	42	39	80	19	10
19	10	[illegible]	10		R	47	45	43	86	16	9
22	10	[illegible]	7		R	47	45	43	86	16	14
DAY 15											
01	10	30	5		R	40	40	42	83	17	13
04	10	30	5		R	41	40	42	80	18	21
07	10	15	4		R	40	40	40	86	18	17
10	10	40	5		R	40	40	42	83	24	7
13	10	25	3		R	40	40	42	86	03	4
16	10	35	5		R	41	40	40	83	19	19
19	10	15	3		R	41	40	42	86	21	13
22	10	12	10		RW	41	40	40	83	18	14
DAY 16											
01	10	15	8		RW	38	37	34	80	21	20
04	7	UNL	10			39	37	34	80	22	15
07	7	40	10		RW	41	40	38	83	18	13
10	3	100	15			40	39	37	86	18	10
13	10	25	12		RW	42	41	38	80	24	4
16	10	45	15			40	40	38	74	24	4
19	9	100	15			41	41	38	83	21	4
22	0	UNL	15			40	38	35	82	19	4
DAY 17											
01	10	90	7	2	F	39	38	36	89	00	0
04	10	1	0	8	F	39	38	37	93	00	0
07	10	1	0	8	FF	38	38	35	89	36	5
10	10	10	10			42	40	37	83	36	6
13	10	120	15			44	41	37	76	01	6
16	10	120	15			42	39	33	76	33	5
19	10	120	15			40	37	33	76	33	4
22	8	120	15			40	37	33	76	33	4
DAY 18											
01	10	120	15			40	37	33	76	35	9
04	4	UNL	15			35	33	29	79	33	5
07	1	UNL	15			31	30	27	83	15	4
10	10	90	15			40	37	33	76	21	6
13	6	50	25			47	41	32	56	27	8
16	1	UNL	20			44	39	33	69	24	5
19	0	UNL	15			33	32	30	82	17	5
22	0	UNL	15			31	30	27	89	17	4
DAY 19											
01	3	UNL	15			35	32	28	82	19	5
04	10	35	15			35	32	30	82	17	5
07	7	290	15			33	32	29	85	17	6
10	10	UNL	20			41	38	34	76	18	12
13	10	100	25			47	42	35	64	19	12
16	10	90	20			45	39	32	60	20	12
19	10	75	15			44	39	33	69	18	12
22	10	40	7		R	42	40	34	76	16	10
DAY 20											
01	10	40	8		R	44	42	39	83	19	21
04	10	25	10		R	41	39	37	86	18	7
07	10	11	15		RW	40	38	35	82	17	8
10	10	15	7		RW	42	39	36	79	21	13
13	10	25	7		RW	42	40	37	79	19	17
16	10	25	7		RW	41	39	36	82	18	18
19	10	15	7		RW	41	39	37	86	19	15
22	10	35	7		RW	42	40	37	83	19	16
DAY 21											
01	10	25	8		RW	41	40	38	89	19	13
04	10	40	15			42	40	37	83	24	7
07	10	39	15			42	39	34	73	25	7
10	8	100	20			44	40	36	74	22	10
13	10	40	20			47	43	38	71	22	10
16	10	40	15			44	41	37	76	19	8
19	10	30	6		RW	43	41	38	83	18	8
22	10	21	4		RW	42	40	38	86	24	8
DAY 22											
01	10	45	15			40	38	35	82	18	7
04	10	70	15			41	39	36	82	18	11
07	10	25	8		R	41	39	37	86	17	9
10	10	15	6		R	41	39	36	82	18	13
13	10	15	7		R	43	40	37	79	18	20
16	10	10	7		R	43	43	40	83	24	11
19	10	75	10		RW	44	41	37	76	30	17
22	8	30	10		RW	42	39	35	76	29	16
DAY 23											
01	10	45	15			40	38	35	82	18	7
04	10	70	15			41	39	36	82	18	11
07	10	25	8		R	41	39	37	86	17	9
10	10	15	6		R	41	39	36	82	18	13
13	10	15	7		R	43	40	37	79	18	20
16	10	10	7		R	43	43	40	83	24	11
19	10	75	10		RW	44	41	37	76	30	17
22	8	30	10		RW	42	39	35	76	29	16
DAY 24											
01	6	25	15		RW	39	37	34	82	10	[illegible]
04	5	UNL	15			40	37	34	79	24	[illegible]
07	3	UNL	15			37	35	33	85	17	[illegible]
10	9	35	15			42	40	37	83	20	[illegible]
13	10	120	15			47	43	39	74	20	[illegible]
16	10	120	15			45	43	40	83	19	[illegible]
19	10	32	10		RW	44	42	39	83	18	[illegible]
22	10	14	5		R	43	41	39	86	19	[illegible]
DAY 25											
01	10	12	2	8	RF	42	40	37	83	18	20
04	10	20	10		R	44	41	38	80	24	6
07	9	35	12		RW	44	40	36	74	20	8
10	10	30	15			43	40	36	76	20	8
13	10	25	10		RW	44	41	38	80	21	8
16	9	25	10			44	41	37	76	20	6
19	10	20	10			42	39	36	79	22	7
22	10	30	10		RW	42	40	37	83	23	6
DAY 26											
01	10	25	15			40	38	36	86	18	9
04	10	30	15			41	39	37	86	20	6
07	10	35	15			41	39	37	86	00	0
10	10	120	15			44	42	39	83	20	10
13	10	11	9		R	43	41	39	86	19	11
16	10	25	8		R	44	42	39	83	18	12
19	10	15	10		R	44	41	38	80	18	12
22	10	25	10		R	44	41	38	80	17	14
DAY 27											
01	10	15	4		R	43	42	41	86	18	22
04	10	10	2		RF	47	43	44	89	18	17
07	10	9	4		RF	49	47	46	89	18	13
10	10	9	7		R	51	48	46	83	19	15
13	10	90	10		R	54	51	49	83	19	20
16	10	10	10		R	54	51	49	83	19	15
19	10	15	10		L	53	50	48	83	19	13
22	10	25	15		R	53	50	47	80	19	16
DAY 28											
01	10	40	8		R	34	32	30	87	77	18
04	10	45	10		R	34	32	30	86	75	18
07	10	30	8		R	32	32	29	89	77	18
10	10	45	7		R	40	40	38	89	74	24
13	10	40	15		R	43	42	41	93	80	18
16	10	30	15		R	43	42	39	86	80	17
19	10	24	15		R	41	38	35	79	79	18
22	10	28	15		R	42	40	37	83	83	17
DAY 29											
01	10	22	12		R	42	40	37	83	15	9
04	10	35	7		R	43	41	39	86	17	10
07	10	32	10			44	42	40	89	18	7
10	10	20	7		RW	47	45	42	83	17	9
13	10	14	7		RW	47	45	43	86	16	9
16	10	32	15			47	44	41	80	16	8
19	10	32	15		R	44	42	40	86	16	4
22	10	70	15			43	41	39	86	15	5
DAY 30											
01	10	70	10			42	40	38	86	00	0
04	10	50	10		RW	42	40	38	86	09	4
07	10	50	10			43	41	39	86	00	0
10	10	2	1		F	43	41	39	86	00	0
13	10	40	10			46	44	41	83	00	0
16	10	30	3		R	45	44	42	89	04	4
19	10	9	2		RF	43	44	42	89	00	0
22	10	4	3		F	43	44	42	89	27	4

NOTES

CEILING COLUMN—

UNL indicates an unlimited ceiling.

WEATHER COLUMN—

•	Tornado
T	Thunderstorm
Q	Squall
R	Rain
RW	Rain showers
ZR	Freezing rain
L	Drizzle
ZL	Freezing drizzle
S	Snow
SP	Snow pellets
IC	Ice crystals
SW	Snow showers
SG	Snow grains
IP	Ice pellets
A	Hail
F	Fog
IF	Ice fog
GF	Ground fog
BD	Blowing dust
BN	Blowing sand
BS	Blowing snow
BV	Blowing spray
K	Smoke
H	Haze
D	Dust

WIND COLUMNS—

Directions are those from which the wind blows, indicated in tens of degrees from true North; i. e., 09 for East, 18 for South, 27 for West. Entry of 00 in the direction column indicates calm.

Speed is expressed in knots; multiply by 1.15 to convert to miles per hour.

ADDITIONAL DATA

Other observational data contained in records on file can be furnished at cost via microfilm, microfiche, or paper copies of the original records. Inquiries as to availability and costs should be addressed to: Director, National Climatic Center, Federal Building, Asheville, North Carolina 28801.

STATION: SALEM OREGON YEAR & MONTH: 73 11

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LOCAL CLIMATOLOGICAL DATA

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
ENVIRONMENTAL DATA SERVICE

SALEM, OREGON
NATIONAL WEATHER SERVICE OFC
MC NARY FIELD
DECEMBER 1973

Latitude 44 ° 55 ' N Longitude 123 ° 01 ' W Elevation (ground) 196 ft. Standard time used: PACIFIC WBAN 024232

Day	Temperature °F: Maximum	Minimum	Average	Departure from normal	Average dew point	Degree days Base 65°: Heating	Cooling	Weather types on dates of occurrence: 1 Fog, 2 Heavy fog x, 3 Thunderstorm, 4 Ice pellets, 5 Hail, 6 Glaze, 7 Duststorm, 8 Smoke, Haze, 9 Blowing snow	Snow, ice pellets or ice on ground at 04AM In.	Precipitation: Water equivalent In.	Snow, ice pellets In.	Avg. station pressure In. Elev. 201 feet m.s.l.	Wind: Resultant direction	Resultant speed m.p.h.	Average speed m.p.h.	Fastest mile: Speed m.p.h.	Fastest mile: Direction	Sunshine: Hours and tenths	Sunshine: Percent of possible	Sky cover Tenths: Sunrise to sunset	Sky cover Tenths: Midnight to midnight	Day
	1	2	3	4	5	6	7A	7B	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
1	50	42	46	3	38	19	0			0	T	0	29.61	19	13.7	13.8	17	19			9	9	1
2	48	42	45	2	38	20	0			0	T	0	30.12	18	12.0	12.1	25	19			10	10	2
3	51	32	42	-1	37	23	0			0	.19	0	30.06	19	10.9	11.4	25	19			10	10	3
4	43	36	40	-3	35	25	0	2		0	0	0	29.93	32	1.5	3.3	7	09			6	6	4
5	50	35	43	0	40	22	0			0	.21	0	29.79	14	1.2	3.3	10	18			10	10	5
6	52	44	49	6	46	16	0	1		0	.54	0	29.80	16	10.0	10.2	17	17			10	10	6
7	54	30	42	-1	42	23	0	1		0	.59	0	29.94	21	4.6	8.2	17	14			10	10	7
8	47	29	38	-4	33	27	0			0	0	0	30.24	02	1.4	4.2	10	36			9	7	8
9	44	27	36	-6	32	29	0	2		0	0	0	30.08	18	4.4	4.9	10	20			10	7	9
10	42	24	33	-9	26	27	0	2	8	0	T	0	29.80	26	1.2	2.9	9	29			8	7	10
11	50	38	44	2	39	21	0	2		0	.29	0	29.43	19	14.4	15.7	30	19			10	10	11
12	50	40	45	3	39	20	0	1		0	1.51	0	29.45	18	14.6	15.0	23	19			8	9	12
13	48	40	44	2	38	21	0	1		0	.82	0	29.51	18	16.6	16.8	26	19			10	10	13
14	49	40	45	3	41	20	0			0	.37	0	29.75	18	11.7	11.8	21	18			10	9	14
15	57*	47	52*	10	48	13	0			0	.42	0	29.73	18	8.7	9.1	21	18			10	10	15
16	53	40	51	9	48	14	0			0	1.55	0	29.68	17	16.7	16.9	20	25			10	10	16
17	52	40	46	5	44	19	0			0	.48	0	29.75	18	8.5	9.2	15	18			10	10	17
18	47	32	40	-1	36	25	0			0	0	0	30.01	18	1.1	3.3	9	17			9	7	18
19	47	34	41	0	37	24	0	2		0	.56	0	29.77	19	1.5	8.5	13	29			7	7	19
20	54	48	50	9	44	15	0	2		0	1.25	0	29.57	19	5.9	7.6	25	20			10	10	20
21	54	40	47	6	43	18	0	1		0	.30	0	29.48	17	8.5	9.6	21	19			10	10	21
22	49	43	46	5	41	19	0	1		0	.14	0	29.69	18	16.3	16.5	25	17			8	8	22
23	50	40	45	4	42	20	0	1		0	.01	0	29.96	19	6.9	7.3	17	20			10	10	23
24	54	34	44	4	42	20	0			0	.45	0	29.91	20	7.6	9.6	23	20			10	9	24
25	43	32	38	-2	34	26	0	1		0	T	0	30.06	19	2.1	4.8	7	34			10	9	25
26	49	38	42	1	34	23	0	2		0	.16	0	29.63	17	1.9	6.2	20	19			8	8	26
27	50	44	48	8	44	17	0	1		0	.60	0	29.46	19	15.8	16.4	23	18			10	10	27
28	49	41	45	5	39	20	0			0	.16	0	29.83	20	4.2	5.3	14	22			10	9	28
29	49	34	42	2	37	23	0	1		0	.48	0	29.69	25	2.1	9.2	20	19			9	9	29
30	44	34	39	-1	35	26	0			0	.02	0	30.11	19	8.4	8.9	14	19			8	8	30
31	42	26*	33*	-5	31	30	0			0	.04	0	29.97	00	2.4	4.2	13	02			10	9	31
	Sum 1524	Sum 1169				Total 669	Total 0				Total 11.08	Total 0	For the month: 29.80	18	7.0	8.9	30	19	Total	% for month	Sum 288	Sum 273	
	Avg. 49.2	Avg. 37.6	Avg. 43.4	Dep. 1.9	Avg. 39	Dep. -82	Dep.				Dep. 3.71						Date: 11		Possible		Avg. 9.3	Avg. 8.8	

Number of days	Maximum Temp. ≤ 90°	≥ 32°	Minimum Temp. ≤ 32°	≤ 0°
	0	0	7	0

Season to date	Total	Total
	1906	231
	Dep.	Dep.
	-13	

Number of days	
Precipitation ≥ .01 inch	22
Snow, ice pellets ≥ 1.0 inch	0
Thunderstorms	0
Heavy fog X	7
Clear 0 Partly cloudy 2 Cloudy 29	

Greatest in 24 hours and dates: Precipitation	Snow, ice pellets	Greatest depth on ground of snow, ice pellets or ice and date
2.05 12-13	0	0

HOURLY PRECIPITATION (Water equivalent in inches)

Day	A.M. Hour ending at: 1	2	3	4	5	6	7	8	9	10	11	12	P.M. Hour ending at: 1	2	3	4	5	6	7	8	9	10	11	12	Day
1																									1
2	T	T	T		T	T	T			T	T	T				T									2
3	.02	.02	T	.07	.01					.01	T	.02	T												3
4													T										T		4
5					T	T	.01	T	T	T	T	.01	.02	.04	.01	T	T	.08	.02	.01					5
6	T											.02													6
7	.04	.02	.08	.07	.02	.13	.04	T	.01	.07	.03	.02	.09	.02	.02	.12	.02	.06	.03	.04	.03	.02	.08	T	7
8																									8
9																									9
10																									10
11		T	.01	.01	T	.01	.02	.01			T	.01	T	.02	.03	.07	.03	T	.01	T	T	.03	.02	.01	11
12	T	T	.01	T	T	T		T	.03	.02	.12	.07	.14	.04	.16	.28	.12	.04	.09	.12	.04	.13	.04	.02	12
13		T	.19	.27	.03	.06	T		T	T	.04	T	T	.03	.06	T	.03	.08		.01	T	T	T	T	13
14				T	T		T	.03	.04			T	.02	.04	.04	.02	.01	.05	.02	.09	.02	.02	T	T	14
15	.01	T	T		T	.02	.02	.01	.01	T	T					T	T			.01	.07	.08	.08	.11	15
16	.11	.15	.18	.10	.12	.09	.07	.10	.07	.07	.08	.14	.06	T	T	T			T	.01	.02	T	.05	.16	16
17	.04	.08	.08	.06				T	.04	.04	.06	.06	.02												17
18																									18
19																									19
20	T	.02	.04	.06	.07	.02	.04	.05	.04	.02	.03	.05	T	T	T	.06	.04	.11	.09	.15	.07	.02	.02	T	20
21	.02	.09	.03	.09	T	.01	.01		T	.01			.09	.09	.09	.09	.07	.07	.06	.02	.03	.09	.07	.04	21
22	T	.01	.01	.01	T	T	T	T	.01	T	T	.02	T					.04							22
23	T	T	T	.01									.02	.02	T										23
24					T	T	T	.01	.01	T	T	T	T	.10	.15	.17	.01		T	T	.01	.01	.01	T	24
25	T	T																							25
26									T	T	.01	.02	.08	.02	T	T	T	T	.01	.02	T	T	T		26
27	.01	T	.01	T	T	T	.01	.01	.02	.01	.02	.03	.07	.07	.08	.08	.10	.02	.04	T	T	T	T		27
28		.01				T																			28
29	.04	.02	.05	.05	.04	.01	T	.01	.02	.01	.12	.07	T								T	.01	.04	.03	29
30												T													30
31	T	T	.01	T	.01	.01	.01	T					T		T	T	T	.01	T	T	T	T	T	.01	31

* Extreme temperatures for the month. May be the last of more than one occurrence.
– Below zero temperature or negative departure from normal.
$ ≥ 70° at Alaskan stations.
+ Also on an earlier date, or dates.
X Heavy fog restricts visibility to ¼ mile or less.
T In the Hourly Precipitation table and in columns 9, 10, and 11 indicates an amount too small to measure.

The season for degree days begins with July for heating and with January for cooling.
Data in columns 6, 12, 13, 14, and 15 are based on 8 observations per day at 3-hour intervals.
Wind directions are those from which the wind blows. Resultant wind is the vector sum of wind directions and speeds divided by the number of observations. Figures for directions are tens of degrees from true North: i.e., 09 = East, 18 = South, 27 = West, 36 = North, and 00 = Calm. When directions are in tens of degrees in Col. 17, entries in Col. 16 are fastest observed 1-minute speeds. If the / appears in Col. 17, speeds are gusts.
Any errors detected will be corrected and changes in summary data will be annotated in the annual summary.

Subscription Price: Local Climatological Data $ 2.00 per year including annual issue if published, foreign mailing 75c extra. Single copy: 20c for monthly issue; 15c for annual summary. Make checks payable to Department of Commerce, NOAA. Send payments and orders to National Climatic Center, Federal Building, Asheville, North Carolina 28801.

I certify that this is an official publication of the National Oceanic and Atmospheric Administration, and is compiled from records on file at the National Climatic Center, Asheville, North Carolina 28801.

William H. Haggard
Director, National Climatic Center

SUMMARY BY HOURS

Hour Local time	AVERAGES: Sky cover Tenths	Station pressure In.	Temperature: Air °F	Wet bulb °F	Dew Pt. °F	Relative humidity %	Wind speed m.p.h.	Resultant wind: Direction	Speed m.p.h.
01	9	29.79	43	41	39	86	7.6	18	8.1
04	9	29.79	42	41	39	87	7.9	18	8.5
07	9	29.78	42	40	38	86	8.2	18	7.0
10	9	29.81	44	42	40	85	10.8	18	9.0
13	9	29.80	46	44	42	83	11.4	18	8.1
16	9	29.80	46	43	40	82	9.8	18	7.0
19	8	29.81	43	41	39	88	8.3	18	6.1
22	8	29.82	42	40	38	89	7.2	18	5.4

NOTICE: CLIMATOLOGICAL NORMALS BASED ON THE PERIOD 1941-1970 ARE EFFECTIVE AS FOLLOWS
HEATING DEGREE DAYS - JULY 1, 1973
COOLING DEGREE DAYS, TEMPERATURE, AND PRECIPITATION - JANUARY 1, 1974

OBSERVATIONS AT 3-HOUR INTERVALS

HOUR	SKY COVER (Tenths)	CEILING (Hndrds of Ft.)	VISIBILITY (Whole Miles)	VISIBILITY (Nearest Mile)	WEATHER	TEMPERATURE AIR °F	TEMPERATURE WET BULB °F	TEMPERATURE DEW PT. °F	REL. HUM %	WIND DIR.	WIND SPEED (Knots)
DAY 01											
01	10	100	15			47	44	40	77	19	14
04	8	100	15			47	43	39	74	17	9
07	10	70	15			45	42	38	77	20	10
10	10	70	15			44	42	39	83	18	12
13	7	80	20			47	43	39	74	19	14
16	9	120	30			48	42	36	68	19	13
19	10	40	15			45	41	37	74	18	14
22	10	28	15		RW	48	42	38	77	19	10
DAY 02											
01	10	35	15		RW	44	41	38	86	18	12
04	10	35	15			44	41	38	86	19	14
07	10	40	15			44	41	38	80	19	13
10	10	40	15		RW	45	42	39	80	18	12
13	10	44	15			48	44	40	74	18	11
16	10	40	20			47	43	39	74	19	8
19	10	250	15			44	41	37	78	16	6
22	10	250	15			45	41	37	74	18	6
DAY 03											
01	10	35	15			46	42	37	71	19	20
04	10	21	10		R	44	41	38	80	19	13
07	1	UNL	15			42	40	37	83	18	12
10	10	35	15		RW	47	44	40	77	18	12
13	3	UNL	15			50	46	42	74	22	9
16	3	UNL	20			47	43	39	74	18	7
19	3	UNL	15			39	37	35	86	14	4
22	1	UNL	15			35	33	31	85	00	0
DAY 04											
01	10	40	10			39	37	35	86	27	4
04	10	38	5		SP	38	37	36	93	00	0
07	10	5	0	8	F	39	38	36	89	35	5
10	10	4	0	4	F	39	37	34	82	32	5
13	10	8	3		F	40	38	33	82	01	4
16	10	13	5		F	41	39	36	82	16	5
19	10	120	7			40	37	34	79	00	0
22	10	120	7			39	37	34	82	00	0
DAY 05											
01	10	28	7		R	52	50	49	90	15	6
04	10	28	7		R	53	51	50	90	16	15
07	10	50	7		R	52	50	48	90	18	7
10	8	100	15			50	47	45	83	20	11
13	10	45	15			51	47	43	74	29	5
16	4	UNL	20			49	44	38	64	28	4
19	2	UNL	15			53	46	32	89	17	5
22	2	UNL	10			54	53	51	89	24	4
DAY 06											
01	10	43	10			48	47	46	93	14	11
04	10	90	10			46	45	44	93	18	4
07	10	44	10			47	45	44	89	17	5
10	10	47	60			50	47	45	83	16	7
13	10	55	5		RF	49	47	46	89	16	9
16	10	65	4		R	51	49	48	90	17	12
19	10	55	5		R	52	50	49	90	18	13
22	10	40	7		R	52	50	49	90	16	10
DAY 07											
01	10	UNL	2		SP	31	31	30	96	00	0
04	10	2	0	4	F	34	34	33	96	00	0
07	10	1	0	1	F	33	33	32	96	00	0
10	10	1	0	2	F	36	36	35	96	02	7
13	10	7	4		F	41	40	38	89	01	7
16	10	UNL	50			43	41	37	74	36	5
19	3	UNL	7			35	34	32	89	21	4
22	0	UNL	7			30	29	27	89	16	6
DAY 08											
01	3	UNL	15			31	31	30	96	00	0
04	3	UNL	10			31	31	30	96	00	0
07	3	UNL	10			28	27	25	89	18	4
10	7	UNL	2		SP	33	32	31	92	18	4
13	10	UNL	15			43	41	38	83	15	7
16	10	UNL	3		K	40	38	36	86	17	7
19	10	8	1	6	FK	37	36	35	92	22	6
22	10	8	0	12	F	35	35	34	96	21	6
DAY 09											
01	3	UNL	15			29	28	26	89	00	0
04	3	UNL	10			30	29	27	89	00	0
07	7	UNL	10			28	27	25	89	18	4
10	7	UNL	2		SP	33	32	31	92	18	4
13	10	UNL	15			43	41	38	83	15	7
16	10	UNL	3		K	40	38	36	86	17	7
19	10	8	1	6	FK	37	36	35	92	22	6
22	10	8	0	12	F	35	35	34	96	21	6
DAY 10											
01	10	3	0	8	F	32	32	29	96	00	0
04	10	2	0	8	F	32	32	29	96	00	0
07	10	2	0	12	F	35	35	34	96	00	0
10	10	4	1	8	F	36	37	33	89	29	8
13	10	70	10			42	40	38	86	19	4
16	10	70	8		F	41	40	38	89	10	4
19	10	3	3		F	39	38	37	93	00	0
22	10	2	1	0	F	37	36	34	93	27	4
DAY 11											
01	10	75	5		SP	39	38	37	93	00	0
04	10	50	5		R	40	39	38	93	01	4
07	10	45	4		R	40	39	38	93	19	4
10	3	UNL	20			49	45	41	74	18	20
13	10	35	20		RW	47	43	39	74	19	26
16	10	28	10		RW	44	42	40	86	18	17
19	10	35	8		RW	45	43	40	83	20	18
22	10	33	7		RW	46	43	40	86	19	20
DAY 12											
10	10	40	7		RW	48	43	39	80	18	13
10	10	40	7		RW	48	43	38	74	18	7
10	10	40	10			48	43	38	68	19	9
10	10	50	10		R	49	45	40	71	17	15
10	10	45	5		R	47	43	40	80	22	10
10	10	14	2	6	RF	44	42	40	86	19	13
10	10	14	4		R	42	40	38	86	18	17
10	10	14	4		R	40	38	36	86	18	20
DAY 13											
01	4	UNL	10			42	40	37	83	18	10
04	10	10	4		R	41	39	36	83	19	23
07	10	35	10			42	41	38	83	18	17
10	10	45	10		RW	44	42	38	74	19	13
13	10	250	15			46	43	39	77	18	20
16	9	28	10		RW	45	43	41	86	18	14
19	9	20	15			43	41	39	86	19	9
22	9	25	15			42	40	37	83	17	7
DAY 14											
10	10	35	10			42	40	37	83	17	8
10	10	110	10		RW	42	40	37	83	17	8
10	10	35	10		RW	44	42	38	83	18	13
10	10	35	10			46	44	42	86	18	10
10	10	35	10		RW	47	45	43	86	17	11
10	10	35	7		R	46	45	43	89	18	9
10	10	40	10		R	46	44	41	83	17	12
10	10	28	10		R	47	45	42	83	18	11
DAY 15											
10	10	28	7		R	43	44	43	89	18	13
10	10	28	10			50	47	43	77	18	10
10	10	55	10		R	48	46	44	86	18	6
10	10	55	15		RW	49	47	46	89	16	8
10	10	90	30			52	50	48	86	19	6
10	10	90	30		R	54	49	45	72	19	11
10	10	55	15			56	50	44	64	20	10
10	10	45	8		R	50	48	47	89	00	0
DAY 16											
01	10	28	8		R	50	48	47	89	17	11
04	10	28	4		R	51	49	48	90	17	10
07	10	40	6		R	51	49	48	90	15	7
10	10	44	5		R	51	50	49	93	17	7
13	10	35	10			52	50	48	86	18	13
16	9	35	13			51	49	48	90	19	13
19	10	35	10		RW	52	50	49	90	18	9
22	10	35	4		RW	52	50	49	90	17	7
DAY 17											
10	10	35	6		R	51	50	48	93	18	3
10	8	50	15			52	50	48	86	23	12
4	UNL	15				47	46	42	83	17	9
10	60	10				47	45	43	86	18	11
10	40	10			RW	48	46	44	86	17	8
3	UTL	25				48	46	43	89	18	10
10	35	15				47	45	44	89	18	9
4	UNL	15				42	41	39	89	16	6
DAY 18											
7	18	15				43	42	40	89	24	8
4	UNL	8			SP	34	33	32	92	00	0
10	1	0	2		F	34	33	32	92	15	8
10	2	0	2		F	38	37	36	93	00	0
1	UNL	7				44	42	40	86	23	6
7	250	75				44	43	40	80	00	0
9	UNL	7				37	36	35	92	16	7
9	UNL	1			SP	35	34	33	92	00	0
DAY 19											
01	10	2	0	3	F	34	33	32	92	00	0
04	10	200	0	12	F	37	36	35	92	18	7
07	10	200	3		SP	35	34	33	92	00	0
10	10	200	3		SP	41	39	37	86	00	0
13	10	90	5		RWSP	42	40	38	86	00	0
16	10	40	7		RW	42	41	39	89	11	4
19	10	20	5		R	42	41	40	93	00	0
22	10	40	10		R	44	43	43	89	25	6
DAY 20											
10	10	30	7		R	47	45	43	86	10	5
10	2	2			RF	46	45	44	93	00	0
10	1	2			RF	46	45	44	93	00	0
10	48	2			R	53	51	49	86	19	17
10	26	3			RSP	54	52	51	90	20	17
10	25	3			RF	54	53	52	93	28	6
10	56	6			RF	52	51	50	93	19	6
10	25	4			RSP	51	49	38	61	12	4
DAY 21											
10	40	6			R	50	48	47	89	00	0
10	40	8			R	50	48	47	89	07	3
7	70	15				47	46	45	93	15	4
9	55	15				50	47	44	80	18	12
9	35	20				52	47	42	69	19	18
8	60	20				50	46	41	71	18	10
9	UNL	15				48	44	40	74	18	11
6	55	25				42	40	37	83	14	4
DAY 22											
01	10	35	15		RW	48	42	39	80	16	8
04	10	40	15		RW	47	43	39	74	18	18
07	10	40	15		RW	47	44	40	77	17	22
10	10	14	3		RF	47	45	42	86	18	17
13	10	23	3		RF	48	46	44	86	19	17
16	10	40	10			47	43	39	74	20	9
19	10	18	8		RF	45	44	42	89	18	12
22	10	12	7		R	45	44	42	89	19	17
DAY 23											
10	10	75	15			46	44	42	86	19	9
10	10	40	15			46	44	42	86	22	7
10	10	65	15			45	43	40	83	19	8
10	120	10				46	44	42	86	18	7
10	70	7				49	46	44	83	17	6
10	50	7				48	46	44	86	20	7
10	20	7			R	47	45	44	89	19	7
3	UNL	7				41	40	39	93	00	0
DAY 24											
10	45	10				40	39	37	89	00	0
10	25	15				42	42	40	89	15	4
10	25	15			R	44	44	41	93	18	10
10	20	15			R	49	47	45	86	17	14
10	23	15			RW	34	31	29	83	18	17
10	17	2			R	38	35	29	86	25	12
9	28	15				44	41	38	80	27	7
8	35	15				42	39	38	76	00	0
DAY 25											
01	10	25	10		RW	40	38	35	83	00	0
04	2	UNL	15			38	38	37	96	18	4
07	7	UNL	15			33	31	29	85	17	4
10	7	UNL	25			38	34	30	80	17	6
13	10	UNL	15			44	41	38	80	18	9
16	10	UNL	20			41	39	37	86	22	8
19	10	4	5		F	37	36	34	89	32	5
22	10	3	4		F	34	33	32	96	00	0
DAY 26											
10	3	E	12		F	36	35	34	93	24	4
10	3	E	8		F	36	35	33	86	14	5
10	2	E	2		F	36	35	34	93	02	6
10	3	E	6		RF	37	35	33	83	00	0
10	3	E			RF	38	36	34	86	02	5
10	4	E			F	39	37	35	86	17	4
10	5	E			LF	42	41	40	93	19	5
10	6	E			L	49	47	46	89	20	14
DAY 27											
10	14	6			R	49	47	45	86	19	12
10	11	7			R	48	46	43	89	19	17
10	12	3			RF	48	47	44	93	18	14
10	12	3			RF	48	46	43	89	18	17
10	40	8			R	48	46	44	86	18	17
10	12	3			RF	47	46	45	93	18	17
10	18	10				49	46	43	80	24	8
10	32	15			RW	48	45	41	77	21	9
DAY 28											
04	10	35	10			44	42	40	86	24	4
07	8	35	10			42	40	37	83	20	8
10	10	120	15			44	42	40	86	18	7
13	10	120	20			48	45	41	77	18	7
16	10	120	15			46	44	41	83	00	0
19	10	75	15			42	41	39	89	00	0
22	10	30	12		R	42	41	39	86	00	0
DAY 29											
10	10	4			R	41	40	38	89	24	6
10	6	3			RF	40	39	38	93	29	4
10	9	4			RF	42	41	39	89	15	6
10	12	4			RF	48	46	43	89	19	17
9	23	15				42	40	37	83	25	12
8	90	15				40	41	38	86	31	10
7	39	15				36	34	31	82	15	4
4	UNL	15				40	37	34	79	21	9
DAY 30											
7	40	10				41	38	33	79	21	6
9	60	10				37	35	33	89	18	4
6	65	10				36	34	31	82	18	4
10	80	15				39	37	33	86	19	10
10	35	10			RW	42	40	38	86	18	9
10	50	15			RW	41	39	36	82	19	12
10	10	15			RW	40	38	36	86	19	6

NOTES

CEILING COLUMN—

UNL indicates an unlimited [illegible].

WEATHER COLUMN—

*	Tornado
T	Thunderstorm
Q	Squall
R	Rain
RW	Rain showers
ZR	Freezing rain
L	Drizzle
ZL	Freezing drizzle
S	Snow
SP	Snow pellets
IC	Ice crystals
SW	Snow showers
SG	Snow grains
IP	Ice pellets
A	Hail
F	Fog
IF	Ice fog
GF	Ground fog
BD	Blowing dust
BN	Blowing sand
BS	Blowing snow
BY	Blowing spray
K	Smoke
H	Haze
D	Dust

WIND COLUMNS—

Directions are those from which the wind blows, indicated in tens of degrees from true North; i. e., 09 for East, 18 for South, 27 for West. Entry of 00 in the direction column indicates calm.

Speed is expressed in knots; multiply by 1.15 to convert to miles per hour.

ADDITIONAL DATA

Other observational data contained in records on file can be furnished at cost via microfilm, microfiche, or paper copies of the original records. Inquiries as to availability and costs should be addressed to: Director, National Climatic Center, Federal Building, Asheville, North Carolina 28801.

STATION: SALEM OREGON YEAR & MONTH: 73 12

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LOCAL CLIMATOLOGICAL DATA

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
ENVIRONMENTAL DATA SERVICE

SALEM, OREGON
NATIONAL WEATHER SERVICE OFC
MC NARY FIELD
JANUARY 1974

Latitude 44° 55' N Longitude 123° 01' W Elevation (ground) 196 ft. Standard time used: PACIFIC WBAN #24232

Date	Temperature °F: Maximum	Minimum	Average	Departure from normal	Average dew point	Degree days Base 65°: Heating	Cooling	Weather types on dates of occurrence (1 Fog, 2 Heavy fog, 3 Thunderstorm, 4 Ice pellets, 5 Hail, 6 Glaze, 7 Duststorm, 8 Smoke, Haze, 9 Blowing snow)	Snow, ice pellets or ice on ground at 04AM In.	Precipitation: Water equivalent In.	Snow, ice pellets In.	Avg. station pressure In. Elev. 201 feet m.s.l.	Wind: Resultant direction	Resultant speed m.p.h.	Average speed m.p.h.	Fastest mile: Speed m.p.h.	Fastest mile: Direction	Sunshine: Hours and tenths	Sunshine: Percent of possible	Sky cover Tenths: Sunrise to sunset	Sky cover Tenths: Midnight to midnight	Date
1	38	20	29	-10	15	36	0		0	0	0	30.17	36	10.7	11.2	20	36			0	0	1
2	35	14	25	-14	13	40	0		0	0	0	29.94	03	6.0	6.3	16	04			4	4	2
3	36	22	29	-10	9	36	0		0	0	0	29.97	02	14.1	14.4	21	02			0	0	3
4	38	19	29	-10	6	36	0		0	0	0	29.76	02	11.0	11.8	21	03			2	1	4
5	31	17	24	-15	0	41	0		0	0	0	29.75	03	15.2	15.8	24	04			0	0	5
6	34	15	25	-13	3	40	0		0	0	0	29.83	36	8.4	8.5	12	36			0	0	6
7	32	10	21	-17	0	44	0		0	0	0	29.90	36	4.7	6.0	13	02			0	0	7
8	31	10	21	-17	0	44	0		0	0	0	29.84	36	6.4	6.6	9	01			7	4	8
9	29	6◆	18◆	-20	0	47	0		0	0	0	29.87	01	2.0	4.3	8	36			4	1	9
10	35	9	22	-16	12	43	0		0	0	0	29.99	20	.2	3.2	6	25			2	3	10
11	30	10	20	-18	11	45	0	6	0	.18	T	29.79	35	3.2	4.5	12	01			9	7	11
12	49	27	38	0	33	27	0	1 6	T	1.83	0	29.52	19	12.1	12.8	23	18			10	10	12
13	54	45	50	12	46	15	0		0	.62	0	29.62	19	14.3	14.4	22	19			10	10	13
14	50	43	51	13	47	14	0	1	0	1.47	0	29.41	19	13.9	14.2	28	19			9	10	14
15	59	52	56◆	18	52	9	0		0	2.63	0	29.23	19	20.6	21.0	28	18			10	10	15
16	53	43	48	10	45	17	0		0	1.26	0	29.38	19	13.0	13.8	23	18			10	9	16
17	52	36	44	6	36	21	0		0	T	0	29.82	18	3.5	3.9	9	20			4	6	17
18	59◆	42	51	13	44	14	0		0	.73	0	29.44	20	8.3	10.2	23	19			10	10	18
19	46	35	41	2	33	24	0		0	0	0	29.92	27	4.1	4.9	10	26			10	10	19
20	44	28	36	-3	30	29	0	1	0	.01	0	30.06	21	4.2	4.9	8	26			8	7	20
21	41	29	35	-4	29	30	0	2	0	T	T	30.29	18	12.1	12.2	23	17			10	8	21
22	30	28	44	5	39	21	0		0	T	0	30.38	20	12.8	13.7	18	19			10	10	22
23	50	42	46	7	42	19	0	1	0	T	0	30.32	18	11.7	11.9	20	19			10	10	23
24	52	38	45	6	40	20	0	1	0	.11	0	30.07	18	10.6	10.9	18	19			10	9	24
25	49	42	46	7	39	19	0		0	.18	0	29.88	22	9.9	10.5	17	19			10	10	25
26	48	34	42	2	36	23	0		0	.02	0	30.09	20	8.2	9.6	17	18			9	9	26
27	52	42	47	7	39	18	0	1	0	.28	0	30.09	19	17.4	17.8	23	18			10	9	27
28	50	43	47	7	41	18	0		0	.01	0	30.03	20	11.4	11.7	17	20			10	10	28
29	47	43	45	5	41	20	0	1	0	.14	0	29.84	19	14.2	14.4	20	19			10	10	29
30	49	43	47	7	43	18	0	1	0	.22	0	29.72	18	12.8	13.1	18	20			10	10	30
31	53	44	50	9	41	15	0		0	1.20	0	29.43	19	14.3	14.7	29	19			9	10	31
Sum	Sum					Total	Total			Total	Total	For the month:						Total	% for month	Sum	Sum	
	1384	941				445	0	Number of days		10.89	7	29.85	19	4.7	10.8	29	19			219	207	
Avg.	Avg.	Avg.	Dep.	Avg.		Dep.	Dep.	Precipitation ≥ .01 inch	14	Dep.						Date:	31	Possible		Avg.	Avg.	
44.7	30.4	37.6	-1.2	28		33	0	Snow, ice pellets ≥ 1.0 inch	0	3.99										7.1	6.7	
Number of days: Maximum Temp. ≤ 90°	≤ 32°	Minimum Temp. ≤ 32°	≤ 0°			Season to date: Total	Total	Thunderstorms	0	Greatest in 24 hours and dates: Precipitation		Snow, ice pellets				Greatest depth on ground of snow, ice pellets or ice and date					
0	9	14	0			2753	0	Heavy fog	X 1	2.85	14-15	7	21◆			7	12◆					
						Dep.	Dep.	Clear 7	Partly cloudy 4	Cloudy 20												
						18	0															

HOURLY PRECIPITATION (Water equivalent in inches)

Date	A.M. Hour ending at: 1	2	3	4	5	6	7	8	9	10	11	12	P.M. Hour ending at: 1	2	3	4	5	6	7	8	9	10	11	12	Date
1																		T	T	.01	.02	.03	.08	.07	1
2																									2
3																									3
4																									4
5																									5
6																									6
7																									7
8																									8
9																									9
10																									10
11																		T	T	.01	.02	.03	.08	.07	11
12	.09	.01	.02	.07	.03	.04	.03	.04	.11	.10	.04	.03	.07	T	T	.04	.02	.03	.04	.22	.33	.05	.10	.28	12
13	.15	.20	.09	.03	.01	.03	.01	.02	T	T	T	T	.01	.01	.03	T	T		.01	T	T				13
14		T	.03	.04	.06	.10	.13	.12	.05	.07						T	T	.02	T	.03	.14	.17	.19	.17	14
15	.17	.08	.23	.22	.16	.13	.10	.15	.03	.04	.07	.08	.04	.25	.18	.02	.02	.01	.01	.10	.01	.03	.22	.24	15
16	.13	.03	.05	.06	.04	.08	.08	.15	.08	.14	.06	.06	.02	T	.07	.03	.04	.08							16
17																								T	17
18	T	.04	.11	.15	.12	.05	.05	.01	.02	T			T	.03	.04	.03	.01	.02	.01	T	T	T	T	T	18
19																									19
20	.01													T											20
21													T	T							T	T	T	T	21
22	T	T					T	T	T	T												T	T	T	22
23	T	T	T	T	T	T	T	T	T	T	T	T	T	T			T	T	T						23
24																			.07	.01	T	T	T	.02	24
25	T			T	.01	.02	T	T	T	.01	.02	.01	T	.03	.01	T	T	T	T	T	T	.14	.03	.02	25
26	.01		T	T											T	.01	T				T	T	T	T	26
27	T	T	T	T	T	T	.01	T	.07	.09	.09	T	T			T	T	.01	.01	T	T	T	T	.01	27
28				T	Y															T	T	T	T	.01	28
29	T	T	T	T	T	.01	.01	.01	.01	.01	.04	.01	T	T	T	.01	T	.01	.01	T	T	T	T	.01	29
30	T	T	T	.01	T	T	.01	T	T	T			T	T	.01	.01	T		.01	.02	.04	.02	.04	.04	30
31	.07	.09	.08	.08	.12	.14	.12	.08	.02	T	T								.02	.28	.03	T	.06	.01	31

◆ Extreme temperatures for the month. May be the last of more than one occurrence.
— Below zero temperature or negative departure from normal.
$ ≥ 70° at Alaskan stations.
◆ Also on an earlier date, or dates.
X Heavy fog restricts visibility to ¼ mile or less.
T In the Hourly Precipitation table and in columns 9, 10, and 11 indicates an amount too small to measure.

The season for degree days begins with July for heating and with January for cooling.
Data in columns 6, 12, 13, 14, and 15 are based on 8 observations per day at 3-hour intervals.
Wind directions are those from which the wind blows. Resultant wind is the vector sum of wind directions and speeds divided by the number of observations. Figures for directions are tens of degrees from true North; i.e., 09 = East, 18 = South, 27 = West, 36 = North, and 00 = Calm. When directions are in tens of degrees in Col. 17, entries in Col. 16 are fastest observed 1-minute speeds. If the / appears in Col. 17, speeds are gusts.
Any errors detected will be corrected and changes in summary data will be annotated in the annual summary.

Subscription Price: Local Climatological Data $ 2.00 per year including annual issue if published, foreign mailing 75¢ extra. Single copy: 20¢ for monthly issue; 15¢ for annual summary. Make checks payable to Department of Commerce, NOAA. Send payments and orders to National Climatic Center, Federal Building, Asheville, North Carolina 28801.

I certify that this is an official publication of the National Oceanic and Atmospheric Administration, and is compiled from records on file at the National Climatic Center, Asheville, North Carolina 28801.

William H. Haggard
Director, National Climatic Center

SUMMARY BY HOURS

Hour Local time	AVERAGES: Sky cover Tenths	Station pressure In.	Temperature °F: Air	Temperature °F: Wet bulb	Temperature °F: Dew Pt.	Relative humidity %	Wind speed m.p.h.	Resultant wind: Direction	Resultant wind: Speed m.p.h.
01	6	29.05	34	32	27	74	8.8	19	4.3
04	6	29.03	33	32	27	74	10.5	19	4.8
07	6	29.04	34	32	27	73	10.2	18	6.1
10	7	29.08	38	35	29	72	12.0	19	4.4
13	7	29.09	42	38	31	66	13.0	20	4.8
16	7	29.04	43	38	30	62	11.5	20	3.6
19	7	29.03	38	35	29	70	10.5	20	4.8
22	6	29.06	37	34	28	73	9.5	19	4.1

USCOMM — NOAA — ASHEVILLE 275

NOTICE: CLIMATOLOGICAL NORMALS BASED ON THE PERIOD 1941-1970 ARE EFFECTIVE AS FOLLOWS
HEATING DEGREE DAYS - JULY 1, 1973
COOLING DEGREE DAYS, TEMPERATURE, AND PRECIPITATION - JANUARY 1, 1974

OBSERVATIONS AT 3-HOUR INTERVALS

HOUR	SKY COVER Tenths	CEILING Hundreds of ft	VISIBILITY Whole miles	VISIBILITY Nearest mile	WEATHER	TEMPERATURE AIR °F	TEMPERATURE WET BULB °F	TEMPERATURE DEW PT. °F	REL. HUM %	WIND DIR	WIND SPEED Knots
					DAY 01						
01	0	UNL	15			24	22	16	71	32	4
04	0	UNL	15			28	25	16	61	02	11
07	0	UNL	25			28	24	15	58	02	11
10	0	UNL	20			32	27	16	52	02	14
13	0	UNL	100			36	30	17	48	36	17
16	0	UNL	100			35	29	15	44	34	11
19	0	UNL	15			28	24	14	58	34	6
22	0	UNL	15			26	23	14	60	32	4
					DAY 04						
01	0	UNL	15			21	17	05	50	33	7
04	0	UNL	15			21	17	04	48	35	8
07	0	UNL	15			21	17	05	50	35	7
10	6	UNL	100			29	23	08	41	01	13
13	0	UNL	100			36	28	10	34	02	13
16	0	UNL	100			35	28	09	38	04	13
19	0	UNL	15			28	20	03	42	04	11
22	0	UNL	15			24	19	04	48	04	10
					DAY 07						
01	0	UNL	15			16	14	09	82	00	0
04	0	UNL	15			16	13	08	86	33	5
07	0	UNL	65			21	18	03	67	23	8
10	0	UNL	90			21	18	07	83	01	8
13	0	UNL	90			29	24	10	69	02	7
16	0	UNL	75			30	24	07	58	02	8
19	0	UNL	15			24	20	07	68	01	8
22	0	UNL	15			22	18	06	70	32	6
					DAY 10						
01	0	UNL	15			18	09	02	70	24	4
04	9	33	15			16	14	08	71	20	4
07	10	50	15			19	17	10	68	14	5
10	8	UNL	30			24	21	14	66	00	6
13	6	UNL	10			32	27	16	52	00	8
16	0	UNL	15			34	28	17	50	02	8
19	0	UNL	15			28	23	14	60	34	4
22	0	UNL	15			26	20	12	60	00	0
					DAY 13						
01	10	25	5		R	40	40	40	93	20	17
04	10	20	4		R	40	40	40	93	19	15
07	10	6	4		R	40	40	40	86	19	15
10	10	18	10		R	38	38	38	86	19	14
13	10	15	7		R	31	29	28	90	18	12
16	10	11	15		R	33	31	29	86	17	8
19	10	35	10		R	32	30	27	86	18	15
22	10	35	15		R	30	27	23	83	10	6
					DAY 16						
01	10	20	4		R	33	30	28	83	19	13
04	10	33	10		R	32	30	28	86	18	12
07	10	44	5		R	33	30	27	80	18	11
10	10	35	6		R	32	29	27	83	21	11
13	10	47	15			32	29	26	80	17	10
16	8	30	10		RW	32	29	26	80	20	17
19	6	44	15			37	34	30	77	24	10
22	10	70	15			40	37	29	80	20	6
					DAY 19						
01	10	35	10			44	40	36	74	00	0
04	10	40	10			42	38	33	71	29	6
07	8	75	15			40	37	33	76	20	5
10	10	70	20			42	38	33	71	28	8
13	10	40	20			45	39	32	60	30	6
16	10	33	20			44	39	33	65	29	6
19	10	80	15			40	37	32	72	23	3
22	10	44	10			39	36	31	72	25	4
					DAY 22						
01	10	30	10		R	40	38	33	82	18	14
04	10	14	10			40	38	34	86	19	15
07	10	35	10		RW	41	39	35	79	18	13
10	10	25	10			42	42	40	89	18	10
13	9	40	15			42	42	40	89	19	12
16	9	250	15			44	41	36	74	24	11
19	10	35	15			44	43	40	86	22	11
22	10	40	15		R	43	43	40	93	20	9
					DAY 25						
01	9	15	10			44	43	40	89	22	8
04	10	20	10		R	44	42	39	83	22	9
07	10	20	15			43	43	40	71	19	14
10	10	25	5		RW	44	42	39	83	22	9
13	9	25	7		RW	47	44	40	77	25	13
16	9	30	15			47	43	39	74	23	8
19	10	30	12		RW	44	41	34	80	22	7
22	10	30	12		RW	43	40	36	80	21	9
					DAY 28						
01	10	25	10			44	43	40	86	19	7
04	10	21	10		L	44	42	40	86	19	10
07	10	19	10			43	42	40	89	19	8
10	10	19	10			44	44	41	89	20	11
13	10	23	15			45	43	41	74	21	12
16	10	25	15			45	42	41	74	23	7
19	10	40	15			47	44	41	80	20	12
22	10	35	8		R	46	44	41	83	19	10
					DAY 31						
01	10	30	5		R	47	45	42	83	18	14
04	10	47	8		R	47	44	41	80	18	16
07	10	11	5		R	47	45	43	86	18	17
10	9	10	12		RW	46	44	41	83	19	12
13	10	8	15			33	47	41	64	21	13
16	7	90	20			31	45	39	64	20	14
19	10	28	7		RW	44	42	39	83	19	10
22	8	40	10			43	41	39	86	21	12

HOUR	SKY COVER Tenths	CEILING Hundreds of ft	VISIBILITY Whole miles	VISIBILITY Nearest mile	WEATHER	TEMPERATURE AIR °F	TEMPERATURE WET BULB °F	TEMPERATURE DEW PT. °F	REL. HUM %	WIND DIR	WIND SPEED Knots
					DAY 02						
01	8	UNL	15			22	20	15	74	00	0
04	0	UNL	15			19	18	12	74	00	0
07	0	UNL	25			17	16	12	81	00	0
10	0	UNL	90			24	22	16	71	01	4
13	0	UNL	90			32	27	15	49	35	4
16	0	UNL	100			32	26	11	42	04	10
19	0	UNL	15			29	24	09	43	04	11
22	0	UNL	15			30	24	10	43	00	11
					DAY 05						
01	0	UNL	15			24	19	03	40	03	10
04	0	UNL	15			22	18	04	46	03	10
07	0	UNL	15			23	18	02	40	03	14
10	0	UNL	100			25	20	01	39	02	17
13	0	UNL	100			29	22	-02	26	04	17
16	0	UNL	100			28	21	-03	26	04	14
19	0	UNL	15			20	15	-03	36	02	8
22	0	UNL	15			19	15	-01	41	36	8
					DAY 08						
01	8	UNL	15			19	10	03	54	34	6
04	4	UNL	15			17	14	03	54	34	7
07	4	UNL	65			17	14	02	51	00	7
10	4	UNL	90			21	18	06	52	36	7
13	9	120	90			26	21	06	42	02	6
16	8	120	90			28	23	08	45	01	8
19	10	120	15			24	20	07	48	35	9
22	10	UNL	15			17	15	09	59	35	7
					DAY 11						
01	0	UNL	15			14	13	07	74	00	0
04	0	UNL	15			16	14	07	67	32	5
07	4	UNL	15			12	11	04	70	21	4
10	9	250	90			20	18	10	65	36	6
13	10	250	20			27	23	12	52	02	9
16	10	150	20			29	24	11	47	36	6
19	10	35	10		ZR	28	25	14	61	00	8
22	10	40	10		ZR	30	26	18	72	36	7
					DAY 14						
01	10	80	15			45	42	41	86	00	0
04	10	50	8		R	41	40	39	89	20	16
07	10	30	5		R	39	38	38	93	21	16
10	10	30	10			38	36	33	82	17	9
13	10	UNL	25			37	33	30	78	18	19
16	10	35	15		RW	35	31	28	77	17	9
19	10	28	4		RW	31	29	28	90	17	5
22	10	28	4		R	35	33	32	90	19	20
					DAY 17						
01	0	UNL	12			41	38	35	79	18	7
04	8	70	15			41	38	34	76	22	9
07	5	UNL	15			38	36	33	82	17	9
10	2	UNL	30			42	40	38	86	18	9
13	2	UNL	30			38	43	39	86	14	9
16	10	UNL	75			38	44	37	61	00	0
19	10	230	15			41	39	34	82	00	0
22	10	140	15			43	40	34	78	00	0
					DAY 20						
01	10	40	10			36	34	30	79	19	5
04	10	40	10			36	32	29	76	00	0
07	10	40	10			35	33	30	82	17	6
10	9	4	3		P	37	35	31	79	23	6
13	10	40	10			41	38	34	78	22	6
16	4	UNL	15			44	39	33	65	27	5
19	5	UNL	15			37	34	29	73	23	5
22	3	UNL	7			29	27	22	73	19	3
					DAY 23						
01	10	25	10		R	44	42	40	86	18	12
04	10	35	10		R	43	43	40	83	19	13
07	10	9	5		R	44	43	41	89	18	14
10	10	15	5		L	45	43	41	86	19	11
13	10	18	4		L	48	46	44	86	18	11
16	10	75	15			49	47	45	86	18	10
19	10	40	12			47	45	44	89	19	7
22	4	UNL	15			43	42	40	89	16	5
					DAY 26						
01	9	23	15			41	38	33	79	27	9
04	10	23	15			40	37	34	79	00	0
07	7	90	15			38	36	34	86	16	7
10	8	90	10			42	40	37	83	18	8
13	10	42	15			46	42	37	71	20	10
16	10	28	10		R	45	42	39	80	22	10
19	10	60	10			43	40	36	76	22	8
22	10	40	10		RW	42	40	36	86	18	13
					DAY 29						
01	10	11	15			44	42	41	89	17	10
04	10	11	10		RW	44	42	40	86	19	15
07	10	9	7		L	44	42	40	86	20	13
10	10	1	0		RP	44	42	40	86	19	17
13	10	10	6		RF	43	43	41	86	20	13
16	10	14	4		R	47	45	42	83	19	11
19	10	32	10			46	44	42	86	19	13
22	10	10	6		R	46	44	42	86	19	8

HOUR	SKY COVER Tenths	CEILING Hundreds of ft	VISIBILITY Whole miles	VISIBILITY Nearest mile	WEATHER	TEMPERATURE AIR °F	TEMPERATURE WET BULB °F	TEMPERATURE DEW PT. °F	REL. HUM %	WIND DIR	WIND SPEED Knots
					DAY 03						
01	0	UNL	15			30	24	11	43	03	10
04	0	UNL	15			28	23	10	47	03	13
07	0	UNL	15			28	23	09	45	03	13
10	0	UNL	75			30	24	10	43	02	17
13	0	UNL	100			35	27	09	34	02	17
16	0	UNL	100			33	28	11	40	02	12
19	0	UNL	15			28	21	07	44	36	10
22	0	UNL	15			24	20	08	48	34	8
					DAY 06						
01	0	UNL	15			16	13	00	49	35	8
04	2	UNL	15			16	13	00	49	34	6
07	0	UNL	15			17	14	01	49	34	6
10	0	UNL	100			24	19	03	48	35	7
13	0	UNL	100			33	28	07	33	01	10
16	0	UNL	100			32	28	07	35	36	10
19	0	UNL	15			24	20	05	44	36	6
22	0	UNL	15			19	18	04	52	36	6
					DAY 09						
01	0	UNL	15			15	12	02	59	36	6
04	0	UNL	15			14	12	02	59	36	6
07	0	UNL	65			08	07	00	70	00	0
10	4	UNL	90			18	13	06	59	02	6
13	5	UNL	90			25	21	09	50	03	6
16	2	UNL	90			28	23	10	47	00	0
19	0	UNL	15			17	15	08	68	20	4
22	0	UNL	15			18	15	08	67	20	4
					DAY 12						
01	10	10	5		ZR	27	25	24	78	00	0
04	10	30	5		ZR	30	28	24	78	00	0
07	10	35	4		R	33	31	28	82	12	6
10	10	25	2		RF	39	37	35	86	19	15
13	10	35	7			45	44	42	89	21	14
16	10	35	7		RW	48	46	44	86	19	18
19	10	32	6		R	44	44	41	83	18	18
22	10	20	10		R	47	45	42	83	19	18
					DAY 15						
01	10	12	5		R	37	33	32	87	19	23
04	10	12	4		R	37	33	33	87	18	19
07	10	14	5		R	38	35	35	84	22	14
10	10	20	5		R	35	33	31	86	20	18
13	10	15	6		R	33	33	31	90	20	20
16	10	15	7		R	35	33	31	86	19	18
19	10	10	5		R	34	32	30	86	19	17
22	10	11	4		R	34	32	30	86	18	17
					DAY 18						
01	10	35	12		R	43	40	36	78	00	0
04	10	30	6		R	43	41	38	83	00	0
07	10	20	4		R	40	44	42	86	18	7
10	10	35	15			32	30	28	86	19	13
13	10	40	12		RW	30	29	28	90	18	18
16	10	35	6		RW	34	32	30	86	20	14
19	10	25	5		RW	40	37	33	83	24	12
22	10	25	5		RW	40	39	40	89	20	5
					DAY 21						
01	0	UNL	10	4		29	27	22	73	19	6
04	4	UNL	0		GP	29	29	28	96	17	6
07	4	UNL	10			28	28	26	92	18	5
10	10	140	25			34	32	30	83	17	5
13	10	44	10		S	36	34	32	83	19	10
16	10	35	15			40	37	32	73	16	14
19	10	22	15			40	36	30	68	17	20
22	10	20	15			39	37	34	82	17	14
					DAY 24						
01	10	45	10			42	41	39	89	17	7
04	7	40	10			42	41	39	89	18	8
07	8	120	15			41	40	38	89	18	9
10	9	120	40			44	43	39	77	19	6
13	10	100	40			50	48	40	69	20	10
16	10	30	30			49	43	40	71	18	14
19	10	40	6		R	47	45	44	89	18	10
22	10	25	2		RP	47	45	44	89	19	10
					DAY 27						
01	10	11	5		L	43	41	37	89	17	17
04	10	9	2	8	LP	42	40	38	86	20	19
07	10	11	2	8	R	42	41	38	83	18	19
10	10	11	4		R	43	41	39	86	19	17
13	9	65	10			48	44	42	83	20	13
16	10	44	10		RW	48	43	38	68	21	10
19	10	40	6		R	45	43	40	83	19	15
22	5	UNL	15			43	41	39	86	20	12
					DAY 30						
01	10	9	2	8	L	43	44	42	89	19	8
04	10	10	10		L	44	44	42	86	19	14
07	10	23	7		L	43	44	42	89	19	12
10	10	79	15			47	45	42	83	18	13
13	10	11	2		RP	47	45	44	89	20	11
16	10	10	5		R	48	46	44	86	19	10
19	10	35	10		R	47	45	44	89	18	11
22	10	40	5		R	47	45	43	86	18	12

NOTES

CEILING COLUMN—

UNL [illegible] unlimited ceiling

WEATHER COLUMN—

- • Tornado
- T Thunderstorm
- Q Squall
- R Rain
- RW Rain showers
- ZR Freezing rain
- L Drizzle
- ZL Freezing drizzle
- S Snow
- SP Snow pellets
- IC Ice crystals
- SW Snow showers
- SG Snow grains
- IP Ice pellets
- A Hail
- F Fog
- IF Ice fog
- GF Ground fog
- BD Blowing dust
- BN Blowing sand
- BS Blowing snow
- BY Blowing spray
- K Smoke
- H Haze
- D Dust

WIND COLUMNS—

Directions are those from which the wind blows, indicated in tens of degrees from true North; i.e., 09 for East, 18 for South, 27 for West. Zeros of 00 is the direction [illegible] indicates calm.

Speed is expressed in knots; multiply by 1.15 to convert to [illegible] per hour.

ADDITIONAL DATA

Other observational data contained in records on file can be furnished at cost via microfilm, microfiche, or paper copies of the original records. Inquiries as to availability and costs should be addressed to: Director, National Climatic Center, Federal Building, Asheville, North Carolina 28801.

[illegible] YEAR & MONTH: 74 01

U.S. DEPARTMENT OF COMMERCE
NATIONAL CLIMATIC CENTER
FEDERAL BUILDING
ASHEVILLE, N.C. 28801

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LOCAL CLIMATOLOGICAL DATA

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
ENVIRONMENTAL DATA SERVICE

[redacted]
NATIONAL WEATHER SERVICE OFC
MC NARY FIELD
FEBRUARY 1974

LATITUDE 44° 55′ N LONGITUDE 123° 01′ W ELEVATION (GROUND) 196 FT. STANDARD TIME USED: PACIFIC WBAN 24232

DATE	TEMPERATURE °F MAXIMUM	MINIMUM	AVERAGE	DEPARTURE FROM NORMAL	AVERAGE DEW POINT	DEGREE DAYS BASE 65° HEATING	DEGREE DAYS BASE 65° COOLING	WEATHER TYPES ON DATES OF OCCURRENCE (1 FOG, 2 HEAVY FOG, 3 THUNDERSTORM, 4 ICE PELLETS, 5 HAIL, 6 GLAZE, 7 DUSTSTORM, 8 [illegible], 9 BLOWING SNOW)	SNOW, ICE PELLETS OR ICE ON GROUND AT 0400M IN.	PRECIPITATION WATER EQUIVALENT IN.	PRECIPITATION SNOW, ICE PELLETS IN.	AVG. STATION PRESS. IN. ELEV. 201 FEET m.s.l.	MIND RESULTANT DIRECTION	MIND RESULTANT SPEED M.P.H.	MIND AVERAGE SPEED M.P.H.	FASTEST MILE SPEED M.P.H.	FASTEST MILE DIRECTION	SUNSHINE HOURS AND TENTHS	SUNSHINE PERCENT OF POSSIBLE	SKY COVER TENTHS SUNRISE TO SUNSET	SKY COVER TENTHS MIDNIGHT TO MIDNIGHT	DATE
1	48	38	44	3	36	21	0		0	.08	0	29.90	22	7.4	9.4	15	28			6	7	1
2	47	38	43	2	35	22	0		0	0	0	30.18	19	9.9	10.2	16	19			10	10	2
3	47	38	43	1	37	23	0		0	.12	0	30.01	17	8.3	8.8	17	18			10	10	3
4	46	35	41	0	36	24	0		0	.30	0	30.04	26	8.4	8.9	20	27			9	8	4
5	48	28	38	-3	30	26	0		0	0	0	30.30	15	.7	3.7	8	01			6	5	5
6	48	25*	36	-7	28	30	0		0	0	0	30.36	02	2.0	2.3	7	34			7	7	6
7	47	26	37	-6	31	28	0	1 .8	0	0	0	30.38	01	2.2	2.5	8	08			1	1	7
8	44	26	35	-7	30	30	0	2 8	0	0	0	30.27	08	1.0	3.3	8	16			7	6	8
9	38	32	35	-7	33	30	0	2	0	0	0	30.18	23	.2	3.0	9	18			10	10	9
10	35	32	34*	-8	31	31	0	2	0	0	0	30.00	21	1.8	2.2	7	25			10	10	10
11	40	33	37	-6	34	28	0	1	0	T	0	29.87	13	1.6	4.8	8	16			10	10	11
12	48	36	42	-1	35	23	0	2 8	0	.03	0	29.88	21	6.6	7.8	16	22			8	8	12
13	44	35	40	-3	35	25	0		0	.46	0	29.85	18	14.0	14.2	20	18			10	8	13
14	54	40	47	4	40	18	0		0	.08	0	29.81	19	11.8	12.1	21	18			8	8	14
15	53	43	48	5	42	17	0		0	.61	0	29.75	18	9.4	9.8	23	18			10	10	15
16	47	41	44	1	37	21	0		0	.46	0	29.66	20	15.0	16.4	31	18			10	10	16
17	47	40	44	1	38	21	0	1	0	.14	0	29.90	19	14.1	14.2	18	18			10	10	17
18	52	41	47	3	41	18	0	1	0	.84	0	29.48	18	14.1	15.2	29	18			10	10	18
19	50	39	45	1	36	20	0		0	.14	0	29.79	21	6.7	7.6	13	32			7	7	19
20	48	36	42	-2	38	23	0		0	T	0	29.92	17	3.3	4.2	8	07			10	8	20
21	47	35	41	-3	35	24	0		0	.43	T	29.68	20	9.6	10.5	21	21			10	8	21
22	46	34	40	-4	37	25	0		0	.03	T	30.15	18	8.8	9.4	16	20			8	6	22
23	48	33	41	-3	31	24	0		0	0	0	30.24	18	2.8	3.5	9	17			10	8	23
24	53	28	41	-3	33	24	0		0	.11	0	29.98	19	3.8	4.0	19	18			10	10	24
25	54*	44	49*	9	40	16	0	1	0	.19	0	29.76	19	11.5	11.7	17	17			10	10	25
26	45	36	41	-3	34	24	0		0	.84	0	29.57	19	13.4	13.7	20	18			10	10	26
27	50	38	44	0	36	21	0		0	.58	0	29.53	16	7.7	8.8	23	18			10	10	27
28	48	40	44	0	36	21	0		0	.38	0	29.26	19	11.8	14.1	23	18			10	10	28
SUM	1320	988	—	—	—	TOTAL 658	TOTAL 0			TOTAL 5.98	TOTAL T	FOR THE MONTH: 29.91	19	6.7	9.5	31	18	TOTAL	% FOR MONTH	SUM 248	SUM 242	
AVG.	47.1	35.3	41.2	-1.7	35	DEP. 39	DEP. 0	PRECIPITATION ≥ .01 INCH 18		DEP. 0.77							DATE: 18	POSSIBLE		AVG. 8.9	AVG. 8.6	

NUMBER OF DAYS				SEASON TO DATE	
MAXIMUM TEMP. ≤ 90°	MAXIMUM TEMP. ≤ 32°	MINIMUM TEMP. ≤ 32°	MINIMUM TEMP. ≤ 0°	TOTAL 3411	TOTAL 0
0	0	7	0	DEP. 57	DEP. 0

SNOW, ICE PELLETS ≥ 1.0 INCH 0
THUNDERSTORMS 0
HEAVY FOG ≤ 4
CLEAR 1 PARTLY CLOUDY 5 CLOUDY 22

GREATEST IN 24 HOURS AND DATES
PRECIPITATION [illegible] ICE PELLETS
.84 17-18 T 21m

GREATEST DEPTH ON GROUND OF SNOW, ICE PELLETS OR ICE AND DATE
0

HOURLY PRECIPITATION (WATER EQUIVALENT IN INCHES)

DATE	A. M. HOUR ENDING AT 1	2	3	4	5	6	7	8	9	10	11	12	P. M. HOUR ENDING AT 1	2	3	4	5	6	7	8	9	10	11	12	DATE
1	T	T	T	.01		T	.01	T					.05	.01											1
2																									2
3																	T	.02	.03	T	.03	.03	T	.01	3
4	.01	.03	.01	.02		T	.07	.03	.03	T	T	T	.08	.01			T								4
5																									5
6																									6
7																									7
8																									8
9																									9
10																									10
11					T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T				11
12	T	T			T	T	T	T	T	.01	T	T	.01	T	T	.01									12
13								T	T	.01	.01	T	.03	.04	.01	.04	.02	.03	.03	.03	.04	.07	.05	.08	13
14	.02	.02	.01	.01	T	T	T	.02	T	.01	T	T													14
15			T		T	T	.01	T			T	.04	.10	.08	.06	.04	.01	.01	.05	.05	.10	.03	.03		15
16	T	T	T	.01	T	T		.01	.11	.06	.08	.05	.05	.06	.02	T	.01	T	T	T	T	T	T	T	16
17									T							T	.01	.02	T	T	.03	.04	.02	.02	17
18	.01	T	T	T	T	.01	.02	T	.01	.01	.03	.04	.07	.05	.19	.18	.15	.07	.03	.01	.01				18
19						T	.01	T		T	.05	T	.03	T	.04	T	.01								19
20			T	T																					20
21			T	.06	.13	.08	.01	.01	.02	T			T	.01	.01	.02	.01	.03		.01	T	.01	T	T	21
22	T	T	T		T	.01			T			.01	.01	T		T									22
23																									23
24																						.06	.05		24
25	.01	.03	.01	.01	T			T	T	.01	T	T				.03				T	.05	T			25
26		.06	.07	.07	.02	.01	.06	.03	.04	.04	.02	.07	.07	.04	.03	T	T	T	T	T	T	.01	T		26
27		T	.01	.01	T	T	.01	T						T	.03	.06	.04	.06	.04	.04	.08	.07	.05	.06	27
28	.02	.03	.05	.14	.06	.04	.01		T	T			T	T				T			T	T	T	.01	28

SALEM, OREGON

- a EXTREME TEMPERATURES FOR THE MONTH, MAY BE THE LAST OF MORE THAN ONE OCCURRENCE.
- - BELOW ZERO TEMPERATURE OR NEGATIVE DEPARTURE FROM NORMAL.
- ‡ - 10:00 PM OF PRECEDING STATIONAL.
- ♦ ALSO ON AN EARLIER DATE. OR DATES.
- X HEAVY FOG RESTRICTS VISIBILITY TO 1/4 MILE OR LESS.
- T IN THE HOURLY PRECIPITATION TABLE AND IN COLUMNS 9, 10, AND 11 INDICATES AN AMOUNT TOO SMALL TO MEASURE

THE DEGREE DAY BEGINS WITH JULY FOR HEATING AND JANUARY FOR COOLING.
DATA IN COLUMNS 5, 12, 13, 16, AND 18 ARE BASED ON 8 OBSERVATIONS PER DAY AT 3-HOUR INTERVALS.
WIND DIRECTIONS ARE THOSE FROM WHICH THE WIND BLOWS. RESULTANT WIND IS THE VECTOR SUM OF WIND DIRECTIONS AND SPEEDS DIVIDED BY THE NUMBER OF OBSERVATIONS. FIGURES FOR DIRECTIONS ARE TENS OF DEGREES FROM TRUE NORTH: 1-E., 09-EAST, 18-SOUTH, 27-WEST, 36-NORTH, AND 00-CALM. WHEN DIRECTIONS ARE IN TENS OF DEGREES IN COL. 17, ENTRIES IN COL. 18 ARE FASTEST OBSERVED 1-MINUTE SPEEDS. IF THE / APPEARS IN COL. 17, SPEEDS WERE ESTIMATED.
ANY ERRORS DETECTED WILL BE CORRECTED AND CHANGES IN SUMMARY DATA WILL BE ANNOTATED IN THE ANNUAL SUMMARY.

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I CERTIFY THAT THIS IS AN OFFICIAL PUBLICATION OF THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION, AND IS COMPILED FROM RECORDS ON FILE AT THE NATIONAL CLIMATIC CENTER, ASHEVILLE, NORTH CAROLINA, 28801

William S. Hoggard

DIRECTOR, NATIONAL CLIMATIC CENTER

SUMMARY BY HOURS

HOUR LOCAL TIME	AVERAGES SKY COVER TENTHS	STATION PRESSURE IN.	TEMPERATURE °F AIR	TEMPERATURE °F WET BULB	TEMPERATURE °F DEW PT.	RELATIVE HUMIDITY %	WIND SPEED M.P.H.	RESULTANT DIRECTION	RESULTANT SPEED M.P.H.
01	8	29.91	39	37	34	83	7.8	18	7.2
04	9	29.92	38	36	34	83	8.0	19	7.7
07	9	29.92	38	36	33	83	8.9	18	7.8
10	9	29.94	41	39	36	81	9.2	18	7.8
13	10	29.92	44	41	38	74	9.7	20	8.4
16	8	29.90	45	41	38	72	8.1	20	5.9
19	8	29.90	43	39	35	78	7.9	19	9.4
22	8	29.91	40	38	35	81	7.2	19	8.0

USCOMM - NOAA - ASHEVILLE 279

NOTICE: CLIMATOLOGICAL NORMALS BASED ON THE PERIOD 1941-1970 ARE EFFECTIVE AS FOLLOWS
HEATING DEGREE DAYS - JULY 1, 1974
COOLING DEGREE DAYS, TEMPERATURE, AND PRECIPITATION - JANUARY 1, 1974

OBSERVATIONS AT 3-HOUR INTERVALS

DAY 01

HOUR	SKY COVER (TENTHS)	CEILING (HNDS OF FT.)	VISIBILITY (MILES)	WEATHER	TEMPERATURE DRY BULB °F	TEMPERATURE WET BULB °F	TEMPERATURE DEW PT. °F	REL. HUM. %	WIND DIR	WIND SPEED (KNOTS)
01	10	36	8	[illegible]	48	48	38	60	20	11
04	10	23	15		48	48	37	78	20	7
07	10	27	10		48	48	38	84	18	12
10	1	UNL	20		48	48	40	80	20	10
13	10	25	10	[illegible]	48	41	37	74	20	10
16	9	UNL	25		48	48	33	56	20	10
19	8	UNL	15		48	37	33	70	22	4
22	8	35	15		48	38	36	82	00	0

DAY 02

HOUR	SKY COVER (TENTHS)	CEILING (HNDS OF FT.)	VISIBILITY (MILES)	WEATHER	TEMPERATURE DRY BULB °F	TEMPERATURE WET BULB °F	TEMPERATURE DEW PT. °F	REL. HUM. %	WIND DIR	WIND SPEED (KNOTS)
01	8	UNL	15		48	38	36	82	21	8
04	10	100	15		48	37	34	82	18	8
07	10	30	10		48	37	34	78	18	10
10	10	35	15		48	38	36	78	18	14
13	10	32	15		48	40	36	68	20	13
16	10	22	30		48	40	36	68	20	8
19	10	28	15		44	40	34	74	16	8
22	10	250	15		43	38	36	78	18	8

DAY 03

HOUR	SKY COVER (TENTHS)	CEILING (HNDS OF FT.)	VISIBILITY (MILES)	WEATHER	TEMPERATURE DRY BULB °F	TEMPERATURE WET BULB °F	TEMPERATURE DEW PT. °F	REL. HUM. %	WIND DIR	WIND SPEED (KNOTS)
01	10	UNL	15		38	36	34	88	00	0
04	10	290	15		38	37	35	88	18	8
07	10	250	15		38	37	34	82	21	8
10	10	100	75		42	40	37	83	15	10
13	10	100	60		44	41	37	78	18	11
16	10	50	30		48	42	38	74	14	10
19	10	30	10	R	48	43	41	86	18	11
22	10	28	10	R	48	43	41	86	17	10

DAY 04

HOUR	SKY COVER (TENTHS)	CEILING (HNDS OF FT.)	VISIBILITY (MILES)	WEATHER	TEMPERATURE DRY BULB °F	TEMPERATURE WET BULB °F	TEMPERATURE DEW PT. °F	REL. HUM. %	WIND DIR	WIND SPEED (KNOTS)
01	10	[illegible]	3	[illegible]	48	43	41	86	18	12
04	10	[illegible]	15		44	42	38	83	20	8
07	10	16	7	[illegible]	48	38	38	82	20	8
10	10	30	20		41	38	36	82	23	5
13	10	21	10	[illegible]	48	40	37	79	20	7
16	8	[illegible]	15		44	40	36	71	20	12
19	8	[illegible]	15		38	37	34	82	17	5
22	8	[illegible]	10		48	37	28	70	27	7

DAY 05

HOUR	SKY COVER (TENTHS)	CEILING (HNDS OF FT.)	VISIBILITY (MILES)	WEATHER	TEMPERATURE DRY BULB °F	TEMPERATURE WET BULB °F	TEMPERATURE DEW PT. °F	REL. HUM. %	WIND DIR	WIND SPEED (KNOTS)
01	3	UNL	15		38	34	31	82	18	5
04	7	65	15		34	33	30	88	18	6
07	10	55	15		36	34	32	88	18	4
10	3	UNL	30		43	38	34	71	23	6
13	8	44	30		48	38	30	60	00	0
16	8	UNL	30		47	38	28	60	01	7
19	2	UNL	15		34	32	28	82	00	0
22	0	UNL	15		35	38	27	88	00	0

DAY 06

HOUR	SKY COVER (TENTHS)	CEILING (HNDS OF FT.)	VISIBILITY (MILES)	WEATHER	TEMPERATURE DRY BULB °F	TEMPERATURE WET BULB °F	TEMPERATURE DEW PT. °F	REL. HUM. %	WIND DIR	WIND SPEED (KNOTS)
01	6	UNL	15		31	28	27	88	00	0
04	2	UNL	15		27	26	24	88	00	0
07	3	UNL	15		28	28	22	88	00	0
10	7	120	10		35	33	30	82	00	0
13	10	36	15		41	37	31	68	36	4
16	8	32	30		44	38	34	68	07	3
19	10	33	15		42	37	31	68	01	5
22	10	32	15		41	37	32	70	03	4

DAY 07

HOUR	SKY COVER (TENTHS)	CEILING (HNDS OF FT.)	VISIBILITY (MILES)	WEATHER	TEMPERATURE DRY BULB °F	TEMPERATURE WET BULB °F	TEMPERATURE DEW PT. °F	REL. HUM. %	WIND DIR	WIND SPEED (KNOTS)
01	3	UNL	15		34	33	28	88	00	0
04	0	UNL	15		31	30	28	88	00	0
07	0	UNL	8		30	28	28	88	00	0
10	0	UNL	5	[illegible]	38	36	32	78	00	0
13	2	UNL	15		48	40	34	64	36	7
16	0	UNL	[illegible]		48	41	35	64	06	4
19	0	UNL	[illegible]		43	37	32	72	36	6
22	0	UNL	[illegible]	[illegible]	38	31	28	68	00	0

DAY 08

HOUR	SKY COVER (TENTHS)	CEILING (HNDS OF FT.)	VISIBILITY (MILES)	WEATHER	TEMPERATURE DRY BULB °F	TEMPERATURE WET BULB °F	TEMPERATURE DEW PT. °F	REL. HUM. %	WIND DIR	WIND SPEED (KNOTS)
01	0	UNL	3	[illegible]	3	3	0	88	18	5
04	0	UNL	3	[illegible]	3	3	0	88	18	5
07	0	UNL	8	[illegible]	3	3	0	88	18	5
10	2	0	12	[illegible]	3	3	0	88	18	4
13	3	1	8	[illegible]	3	3	0	88	00	0
16	4	1	7	[illegible]	3	3	0	88	27	3
19	2	0	6	[illegible]	34	33	31	88	18	5
22	1	0	4	[illegible]	34	33	31	88	23	5

DAY 09

HOUR	SKY COVER (TENTHS)	CEILING (HNDS OF FT.)	VISIBILITY (MILES)	WEATHER	TEMPERATURE DRY BULB °F	TEMPERATURE WET BULB °F	TEMPERATURE DEW PT. °F	REL. HUM. %	WIND DIR	WIND SPEED (KNOTS)
01	0	UNL	8		4	4	0	88	00	0
04	0	UNL	2	[illegible]	4	4	0	88	00	0
07	0	UNL	3	[illegible]	4	4	0	88	00	0
10	10	2	2	[illegible]	3	3	0	88	36	5
13	10	3	1	[illegible]	3	3	0	88	00	0
16	10	3	0	[illegible]	3	3	0	88	00	0
19	10	3	0	[illegible]	3	3	0	88	00	0
22	10	3	0	[illegible]	3	3	0	88	00	0

DAY 10

HOUR	SKY COVER (TENTHS)	CEILING (HNDS OF FT.)	VISIBILITY (MILES)	WEATHER	TEMPERATURE DRY BULB °F	TEMPERATURE WET BULB °F	TEMPERATURE DEW PT. °F	REL. HUM. %	WIND DIR	WIND SPEED (KNOTS)
01	10	1	0	3	[illegible]	34	33	28	82	00
04	10	1	0	3	[illegible]	33	32	31	82	00
07	10	1	0	8	[illegible]	33	32	30	88	00
10	10	2	0	12	[illegible]	33	32	30	88	18
13	10	3	1	8	[illegible]	33	32	30	88	00
16	10	4	1	7	[illegible]	36	33	31	88	27
19	10	2	0	6	[illegible]	34	33	31	88	18
22	10	1	0	4	[illegible]	34	33	31	88	23

DAY 11

HOUR	SKY COVER (TENTHS)	CEILING (HNDS OF FT.)	VISIBILITY (MILES)	WEATHER	TEMPERATURE DRY BULB °F	TEMPERATURE WET BULB °F	TEMPERATURE DEW PT. °F	REL. HUM. %	WIND DIR	WIND SPEED (KNOTS)
01	10	3	0	12	[illegible]	33	32	31	82	17
04	10	4	1	12	[illegible]	34	33	31	88	18
07	10	8	3	[illegible]	[illegible]	38	34	32	88	17
10	10	4	1	8	[illegible]	38	36	34	88	18
13	10	3	0	12	[illegible]	38	37	36	88	00
16	10	3	1	8	[illegible]	40	38	36	88	01
19	10	3	1	8	[illegible]	38	38	36	88	36
22	10	3	1	4	[illegible]	38	37	35	88	00

DAY 12

HOUR	SKY COVER (TENTHS)	CEILING (HNDS OF FT.)	VISIBILITY (MILES)	WEATHER	TEMPERATURE DRY BULB °F	TEMPERATURE WET BULB °F	TEMPERATURE DEW PT. °F	REL. HUM. %	WIND DIR	WIND SPEED (KNOTS)
01	10	1	0	2	[illegible]	38	37	36	88	00
04	10	1	0	8	[illegible]	37	36	35	88	00
07	10	28	7	4	[illegible]	38	37	36	88	31
10	10	40	10		[illegible]	44	41	38	88	18
13	8	36	15			47	46	37	88	21
16	10	35	15			48	41	38	71	20
19	7	100	15			38	36	38	88	18
22	8	100	15			38	38	31	78	20

DAY 13

HOUR	SKY COVER (TENTHS)	CEILING (HNDS OF FT.)	VISIBILITY (MILES)	WEATHER	TEMPERATURE DRY BULB °F	TEMPERATURE WET BULB °F	TEMPERATURE DEW PT. °F	REL. HUM. %	WIND DIR	WIND SPEED (KNOTS)
01	9	UNL	15		38	36	31	78	18	10
04	10	[illegible]	15		38	36	32	78	20	12
07	10	[illegible]	15		38	36	31	73	18	10
10	10	[illegible]	10		38	38	36	78	17	11
13	10	30	8	[illegible]	44	40	38	71	18	17
16	10	25	10	[illegible]	43	41	38	88	18	8
19	10	45	8	[illegible]	48	41	38	88	18	12
22	10	30	10	[illegible]	48	41	38	88	17	11

DAY 14

HOUR	SKY COVER (TENTHS)	CEILING (HNDS OF FT.)	VISIBILITY (MILES)	WEATHER	TEMPERATURE DRY BULB °F	TEMPERATURE WET BULB °F	TEMPERATURE DEW PT. °F	REL. HUM. %	WIND DIR	WIND SPEED (KNOTS)
01	10	28	7	[illegible]	43	41	38	83	18	14
04	10	30	10	[illegible]	43	41	38	83	18	16
07	10	18	7	[illegible]	43	41	38	83	20	12
10	9	35	15		48	43	42	88	18	18
13	10	55	10		48	48	42	77	20	8
16	8	UNL	90		51	48	40	88	20	8
19	10	200	15		48	43	38	77	18	7
22	10	48	10		48	43	40	83	18	6

DAY 15

HOUR	SKY COVER (TENTHS)	CEILING (HNDS OF FT.)	VISIBILITY (MILES)	WEATHER	TEMPERATURE DRY BULB °F	TEMPERATURE WET BULB °F	TEMPERATURE DEW PT. °F	REL. HUM. %	WIND DIR	WIND SPEED (KNOTS)
01	10	48	10		48	44	38	83	18	5
04	10	48	10		48	43	40	88	18	6
07	10	44	15	R	48	48	40	88	20	7
10	10	30	30		48	48	42	74	14	7
13	10	40	8	R	48	46	44	88	17	5
16	10	35	6	R	50	47	46	83	18	10
19	10	55	6	R	52	48	48	83	18	20
22	10	48	7	R	49	48	48	88	18	9

DAY 16

HOUR	SKY COVER (TENTHS)	CEILING (HNDS OF FT.)	VISIBILITY (MILES)	WEATHER	TEMPERATURE DRY BULB °F	TEMPERATURE WET BULB °F	TEMPERATURE DEW PT. °F	REL. HUM. %	WIND DIR	WIND SPEED (KNOTS)
01	10	[illegible]	3	[illegible]	42	40	37	83	18	14
04	10	[illegible]	8	[illegible]	43	41	38	88	18	18
07	10	[illegible]	2	[illegible]	44	43	41	88	17	13
10	10	[illegible]	5	[illegible]	48	43	40	83	17	16
13	10	[illegible]	3	[illegible]	47	43	41	88	17	18
16	10	[illegible]	3	[illegible]	51	48	42	88	18	24
19	10	[illegible]	6	[illegible]	50	48	40	83	23	18
22	10	36	10	[illegible]	48	40	37	71	18	4

DAY 17

HOUR	SKY COVER (TENTHS)	CEILING (HNDS OF FT.)	VISIBILITY (MILES)	WEATHER	TEMPERATURE DRY BULB °F	TEMPERATURE WET BULB °F	TEMPERATURE DEW PT. °F	REL. HUM. %	WIND DIR	WIND SPEED (KNOTS)
01	10	35	10		40	38	37	83	20	12
04	10	30	10		41	38	38	78	18	11
07	10	38	10		41	38	36	82	18	11
10	10	21	7		43	40	37	78	18	12
13	10	200	20		47	40	36	68	18	16
16	10	48	10	R	44	41	37	78	18	9
19	10	28	8	R	44	40	38	74	17	11
22	10	38	4	R	48	40	37	83	18	10

DAY 18

HOUR	SKY COVER (TENTHS)	CEILING (HNDS OF FT.)	VISIBILITY (MILES)	WEATHER	TEMPERATURE DRY BULB °F	TEMPERATURE WET BULB °F	TEMPERATURE DEW PT. °F	REL. HUM. %	WIND DIR	WIND SPEED (KNOTS)
01	10	[illegible]	15		42	40	37	78	18	8
04	8	[illegible]	15		41	38	38	78	20	10
07	10	[illegible]	15	[illegible]	42	38	36	78	18	8
10	10	[illegible]	10	[illegible]	43	41	38	83	18	10
13	10	[illegible]	7	[illegible]	44	41	37	74	27	8
16	3	[illegible]	15		44	42	38	77	23	4
19	7	[illegible]	15		48	37	34	78	00	0
22	9	[illegible]	15		42	38	36	78	20	6

DAY 19

HOUR	SKY COVER (TENTHS)	CEILING (HNDS OF FT.)	VISIBILITY (MILES)	WEATHER	TEMPERATURE DRY BULB °F	TEMPERATURE WET BULB °F	TEMPERATURE DEW PT. °F	REL. HUM. %	WIND DIR	WIND SPEED (KNOTS)
01	10	35	15		40	38	36	83	17	9
04	10	35	15		40	38	36	82	18	9
07	8	UNL	15		38	36	33	88	17	9
10	10	180	75		43	40	38	78	20	4
13	10	180	00		47	41	34	61	02	3
16	10	[illegible]	40		47	40	37	64	16	6
19	10	75	10		43	41	38	83	00	0
22	10	80	10		40	40	38	88	00	0

DAY 20

HOUR	SKY COVER (TENTHS)	CEILING (HNDS OF FT.)	VISIBILITY (MILES)	WEATHER	TEMPERATURE DRY BULB °F	TEMPERATURE WET BULB °F	TEMPERATURE DEW PT. °F	REL. HUM. %	WIND DIR	WIND SPEED (KNOTS)
01	10	40	15		40	38	36	83	17	9
04	10	38	7	[illegible]	40	38	36	82	18	9
07	10	38	10	[illegible]	41	38	36	78	17	8
10	10	11	8	[illegible]	38	38	35	82	18	13
13	10	[illegible]	10	[illegible]	37	38	33	88	18	12
16	8	[illegible]	15		43	40	38	73	20	10
19	10	[illegible]	15	[illegible]	38	37	35	78	18	9
22	10	12	15	[illegible]	38	39	34	88	18	10

DAY 21

HOUR	SKY COVER (TENTHS)	CEILING (HNDS OF FT.)	VISIBILITY (MILES)	WEATHER	TEMPERATURE DRY BULB °F	TEMPERATURE WET BULB °F	TEMPERATURE DEW PT. °F	REL. HUM. %	WIND DIR	WIND SPEED (KNOTS)
01	10	00	10		41	40	38	88	00	0
04	10	20	3	R	48	43	37	71	21	15
07	10	18	10	R	48	38	36	66	18	8
10	10	18	10		41	38	36	82	21	8
13	10	20	10	[illegible]	43	40	38	73	20	10
16	10	26	7	[illegible]	48	37	34	78	24	15
19	7	90	15		38	35	31	86	18	7
22	7	39	10	[illegible]	36	35	30	82	18	8

DAY 22

HOUR	SKY COVER (TENTHS)	CEILING (HNDS OF FT.)	VISIBILITY (MILES)	WEATHER	TEMPERATURE DRY BULB °F	TEMPERATURE WET BULB °F	TEMPERATURE DEW PT. °F	REL. HUM. %	WIND DIR	WIND SPEED (KNOTS)
01	10	28	10	[illegible]	38	36	34	88	18	8
04	10	[illegible]	10	[illegible]	38	38	36	83	18	7
07	3	[illegible]	10	[illegible]	36	36	33	88	18	12
10	8	15	10	[illegible]	38	37	34	83	17	11
13	10	[illegible]	10	[illegible]	41	38	34	83	21	7
16	8	[illegible]	15		42	38	34	73	21	8
19	10	45	15		38	36	32	78	20	7
22	8	75	15		38	36	33	82	18	6

DAY 23

HOUR	SKY COVER (TENTHS)	CEILING (HNDS OF FT.)	VISIBILITY (MILES)	WEATHER	TEMPERATURE DRY BULB °F	TEMPERATURE WET BULB °F	TEMPERATURE DEW PT. °F	REL. HUM. %	WIND DIR	WIND SPEED (KNOTS)
01	7	75	15		36	35	30	82	18	6
04	8	75	15		36	34	30	78	17	6
07	8	85	30		34	33	28	82	15	5
10	10	250	75		48	38	31	70	00	0
13	10	250	75		48	48	34	64	00	0
16	10	250	75		48	48	28	48	24	4
19	10	250	15		42	36	34	73	00	0
22	8	UNL	15		37	36	30	83	23	4

DAY 24

HOUR	SKY COVER (TENTHS)	CEILING (HNDS OF FT.)	VISIBILITY (MILES)	WEATHER	TEMPERATURE DRY BULB °F	TEMPERATURE WET BULB °F	TEMPERATURE DEW PT. °F	REL. HUM. %	WIND DIR	WIND SPEED (KNOTS)
01	10	[illegible]	10		33	32	30	88	00	0
04	10	[illegible]	10		32	31	30	88	22	3
07	8	[illegible]	10		30	30	28	88	00	0
10	10	[illegible]	10		40	37	34	78	00	0
13	10	[illegible]	75		51	44	37	64	18	8
16	10	180	75		52	48	37	67	18	4
19	10	110	10		47	42	30	74	00	0
22	10	80	10		48	40	34	68	18	12

DAY 25

HOUR	SKY COVER (TENTHS)	CEILING (HNDS OF FT.)	VISIBILITY (MILES)	WEATHER	TEMPERATURE DRY BULB °F	TEMPERATURE WET BULB °F	TEMPERATURE DEW PT. °F	REL. HUM. %	WIND DIR	WIND SPEED (KNOTS)
01	10	40	10		48	48	41	88	20	15
04	10	[illegible]	10		48	48	37	83	26	15
07	10	[illegible]	15		48	37	34	78	17	16
10	10	[illegible]	10		48	38	36	78	17	14
13	10	[illegible]	10		48	40	38	88	18	14
16	10	[illegible]	30		47	40	38	83	18	8
19	10	[illegible]	15		44	40	38	71	18	11
22	10	38	10		48	40	38	78	18	9

DAY 26

HOUR	SKY COVER (TENTHS)	CEILING (HNDS OF FT.)	VISIBILITY (MILES)	WEATHER	TEMPERATURE DRY BULB °F	TEMPERATURE WET BULB °F	TEMPERATURE DEW PT. °F	REL. HUM. %	WIND DIR	WIND SPEED (KNOTS)
01	10	[illegible]	10	R	48	48	37	71	18	8
04	10	[illegible]	10	R	48	48	40	83	17	12
07	10	[illegible]	10	R	47	44	40	77	18	12
10	10	[illegible]	10	[illegible]	47	46	42	83	18	9
13	10	[illegible]	15		48	42	38	77	23	4
16	7	[illegible]	15		48	37	34	78	00	0
19	10	[illegible]	15		42	38	36	78	20	6
22	9	[illegible]	15		42	38	36	78	20	6

DAY 27

HOUR	SKY COVER (TENTHS)	CEILING (HNDS OF FT.)	VISIBILITY (MILES)	WEATHER	TEMPERATURE DRY BULB °F	TEMPERATURE WET BULB °F	TEMPERATURE DEW PT. °F	REL. HUM. %	WIND DIR	WIND SPEED (KNOTS)
01	10	30	15		48	37	33	78	18	12
04	10	40	15		48	37	34	78	18	12
07	10	38	15	[illegible]	38	37	33	78	15	6
10	10	140	75		45	41	37	74	00	0
13	10	120	75		48	48	33	54	12	11
16	10	35	10	R	43	40	37	78	14	8
19	10	35	10	R	43	41	38	86	00	4
22	10	40	10	R	48	44	41	83	20	10

DAY 28

HOUR	SKY COVER (TENTHS)	CEILING (HNDS OF FT.)	VISIBILITY (MILES)	WEATHER	TEMPERATURE DRY BULB °F	TEMPERATURE WET BULB °F	TEMPERATURE DEW PT. °F	REL. HUM. %	WIND DIR	WIND SPEED (KNOTS)
01	10	[illegible]	10	R	48	48	41	88	20	15
04	10	[illegible]	7	[illegible]	48	48	37	83	26	15
07	10	[illegible]	10	[illegible]	48	37	34	78	17	16
10	10	32	20		48	38	36	78	17	14
13	10	[illegible]	30		48	40	38	88	18	14
16	10	[illegible]	30		47	40	38	83	18	8
19	10	[illegible]	15		44	40	38	71	18	11
22	10	38	10		48	40	38	78	18	9

NOTES

CEILING COLUMN-
UNL INDICATES AN UNLIMITED CEILING

WEATHER COLUMN-

- * TORNADO
- T THUNDERSTORM
- Q SQUALL
- R RAIN
- RW RAIN SHOWERS
- ZR FREEZING RAIN
- L [illegible]
- ZL FREEZING DRIZZLE
- S SNOW
- SP SNOW PELLETS
- IC ICE CRYSTALS
- SW [illegible]
- SG [illegible]
- IP ICE PELLETS
- H HAIL
- F FOG
- IF ICE FOG
- GF GROUND FOG
- BD BLOWING DUST
- BN BLOWING SAND
- BS BLOWING SNOW
- BY BLOWING SPRAY
- K SMOKE
- H HAZE
- D DUST

WIND COLUMNS-

DIRECTIONS ARE THOSE FROM WHICH THE WIND BLOWS. INDICATED IN TENS OF DEGREES FROM TRUE NORTH I.E., 09 FOR EAST, 18 FOR SOUTH, 27 FOR WEST. ENTRY OF 00 IN THE DIRECTION COLUMN INDICATES CALM.

SPEED IS EXPRESSED IN KNOTS. MULTIPLY BY 1.15 TO CONVERT TO MILES PER HOUR.

ADDITIONAL DATA

OTHER OBSERVATIONAL DATA CONTAINED IN RECORDS ON FILE CAN BE FURNISHED AT COST VIA MICROFILM, MICROFICHE, OR PAPER COPIES OF THE ORIGINAL RECORDS. INQUIRIES AS TO AVAILABILITY AND COSTS SHOULD BE ADDRESSED TO: DIRECTOR, NATIONAL CLIMATIC CENTER, FEDERAL BUILDING, ASHEVILLE, NORTH CAROLINA 28801.

STATION: [illegible] YEAR: [illegible] 74 00

U.S. DEPARTMENT OF COMMERCE
NATIONAL CLIMATIC CENTER
FEDERAL BUILDING
ASHEVILLE, N.C. 28801

AN EQUAL OPPORTUNITY EMPLOYER

POSTAGE AND FEES PAID
U.S. DEPARTMENT OF COMMERCE
210

FIRST CLASS

AMERICAN REVOLUTION BICENTENNIAL 1776-1976

LOCAL CLIMATOLOGICAL DATA

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
ENVIRONMENTAL DATA SERVICE

SALEM, OREGON
NATIONAL WEATHER SERVICE OFC
MC NARY FIELD
MARCH 1974

LATITUDE 44° 55′ N LONGITUDE 123° 01′ W ELEVATION (GROUND) 186 FT. STANDARD TIME USED: PACIFIC WBAN 24232

DATE	TEMPERATURE °F MAXIMUM	MINIMUM	AVERAGE	DEPARTURE FROM NORMAL	AVERAGE DEW POINT	DEGREE DAYS BASE 65° HEATING	COOLING	WEATHER TYPES ON DATES OF OCCURRENCE (1 FOG 2 HEAVY FOG 3 THUNDERSTORM 4 ICE PELLETS 5 HAIL 6 GLAZE 7 DUSTSTORM 8 SMOKE, HAZE 9 BLOWING SNOW)	SNOW, ICE PELLETS OR ICE ON GROUND AT 0400 EST in.	PRECIPITATION WATER EQUIVALENT IN	SNOW, ICE PELLETS IN.	AVG. STATION PRESSURE IN. (ELEV. 201 FEET M.S.L.)	MIND RESULTANT DIRECTION	RESULTANT SPEED M.P.H.	AVERAGE SPEED M.P.H.	FASTEST MILE SPEED M.P.H.	FASTEST MILE DIRECTION	SUNSHINE HOURS AND TENTHS	PERCENT OF POSSIBLE	SKY COVER TENTHS SUNRISE TO SUNSET	SKY COVER TENTHS MIDNIGHT TO MIDNIGHT	DATE
1	2	3	4	5	6	7A	7B	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
1	51	39	45	1	37	20	0		0	.25	0	29.20	20	12.9	15.7	38	19			10	10	1
2	46	32	40	-4	32	25	0		0	.05	T	29.48	19	3.9	7.2	15	02			8	9	2
3	44	28	36	-6	31	29	0		0	.03	0	29.84	18	12.1	12.4	22	18			8	8	3
4	51	40	46	2	39	19	0	1	0	.02	0	29.68	19	14.4	15.0	22	18			10	10	4
5	48	38	43	-1	38	22	0		0	.46	0	29.73	21	10.5	14.5	22	19			10	10	5
6	43	27	35	-6	28	30	0		0	T	T	29.68	28	4.8	5.3	16	28			7	7	6
7	44	23*	34*	-10	23	31	0		0	0	0	29.61	19	1.6	4.5	8	24			4	2	7
8	48	26	37	-7	25	28	0		0	T	0	29.79	18	8.3	8.8	14	20			4	5	8
9	58	44	52	8	30	13	0		0	.01	0	29.76	18	15.8	16.0	18	18			10	9	9
10	55	46	50	6	41	15	0		0	.37	0	29.67	17	8.8	7.6	12	17			10	10	10
11	58	38	48	3	40	17	0		0	.20	0	29.64	18	6.0	8.1	17	18			8	8	11
12	46	37	42	-3	34	23	0		0	.83	0	29.97	20	18.5	19.3	30	21			9	9	12
13	50	35	43	-2	33	22	0	1	0	.28	0	29.85	18	8.3	8.8	14	20			8	8	13
14	47	40	44	-1	40	21	0	1	0	.86	0	29.75	36	3.2	3.3	8	33			10	10	14
15	70*	47	59*	14	51	6	0	1	0	.04	0	29.71	18	8.8	8.2	18	18			10	10	15
16	60	44	52	7	47	13	0		0	.33	0	29.75	20	6.8	8.0	17	18			10	10	16
17	54	36	46	1	36	19	0		0	0	0	30.07	28	3.1	4.8	7	04			6	5	17
18	58	35	47	2	38	18	0	1	0	0	0	30.04	03	3.9	4.2	10	04			7	5	18
19	62	32	47	2	33	18	0	1	0	0	0	29.85	02	6.5	8.6	17	01			7	4	19
20	63	34	48	4	23	16	0		0	0	0	29.83	36	6.0	7.5	15	01			1	1	20
21	67	28	48	3	28	17	0		0	0	0	29.91	26	3.4	6.6	13	28			1	1	21
22	48	32	41	-5	33	24	0		0	0	0	29.93	24	3.8	5.9	8	15			10	8	22
23	58	36	47	1	36	18	0		0	0	0	29.88	01	3.7	4.6	13	36			3	3	23
24	64	30	47	1	38	18	0		0	0	0	29.71	16	2.0	4.0	7	18			7	6	24
25	63	43	53	7	44	12	0		0	.13	0	29.57	20	4.0	5.5	17	26			8	8	25
26	68	48	58	12	43	7	0		0	.04	0	29.61	23	1.1	5.0	10	31			10	10	26
27	53	46	50	4	44	15	0		0	1.10	0	29.33	18	13.8	14.2	35	18			10	10	27
28	56	41	48	2	41	16	0	1	0	1.07	0	29.61	18	13.1	14.1	28	19			8	8	28
29	61	43	52	5	43	13	0	1	0	.57	0	29.82	18	7.8	8.5	15	18			9	10	29
30	52	42	47	0	40	18	0		0	.81	0	29.52	27	6.2	8.8	20	32			10	10	30
31	53	42	48	1	39	17	0		0	.22	0	29.99	18	12.3	12.4	20	18			10	10	31
SUM	1709	1198				580	0			7.95	T									246	237	
AVG.	55.1	37.0	46.1	0.9	36	-34	0			3.62										7.9	7.6	

FOR THE MONTH: RESULTANT WIND 111.71 20 5.4 9.0 38 19; FASTEST MILE DATE: 01

SEASON TO DATE	TOTAL	TOTAL
	3991	0
DEP.	23	0

NUMBER OF DAYS	
MAXIMUM TEMP. ≥ 90 °F	0
MAXIMUM TEMP. ≤ 32 °F	0
MINIMUM TEMP. ≤ 32 °F	8
MINIMUM TEMP. ≤ 0 °F	0
PRECIPITATION ≥ .01 INCH	20
SNOW, ICE PELLETS ≥ 1.0 INCH	0
THUNDERSTORMS	0
HEAVY FOG X	0
CLEAR 3	PARTLY CLOUDY 7 CLOUDY 21

GREATEST IN 24 HOURS AND DATES: PRECIPITATION 1.98 27-28; SNOW, ICE PELLETS T 6+

GREATEST DEPTH ON GROUND OF SNOW, ICE PELLETS OR ICE AND DATE: 0

HOURLY PRECIPITATION (WATER EQUIVALENT IN INCHES)

DATE	A.M. HOUR ENDING AT 1	2	3	4	5	6	7	8	9	10	11	12	P.M. HOUR ENDING AT 1	2	3	4	5	6	7	8	9	10	11	12	DATE
1	T	T		T	.01	.02	.03	.06	.07	T	T	T	.01	.01	.01	T	T		.01	.01	.01	T	T		1
2	T	.01	.03	.01	T						T					T					T	T			2
3														.01	.02	T	T	T	T	T	T	T	T	T	3
4	T	T	T	T	T	T	T	T	T	T		T	.01	T					T	T	T	.01	T	T	4
5	T	T	.01	.03	.04	.08	.06	.04	.03	.02	T	.04	.01	T	.08	.06	T								5
6												T	T			T	T								6
7																									7
8																								T	8
9	T			T	T	.01	T																		9
10					T	.01	.07	.07	.01	T	T	T	.01	T	.01	.04	.04	.06	.04	T	.01	.01	T		10
11		T	T					T					T	T		T		.02	.07	.02	.06	.08	.03	.01	11
12	.01	.01	.04	.07	T	.15	.02	T	T	.01	T	.05	.01	.02	.04	.01	T	T	.06	.13	.10	.07	.07	.06	12
13	.02	.01	.02	.02	.02	.08	.02	T										T	T	.01	.02	.01	.01	.04	13
14	.04	.01	.04	.03	.10	.07	.11	.10	.03	.06	.03	.02	.04	.01	.01	.03	.01	.01	.01	.02	.03	.03	.01	.02	14
15		.01	.01	.01																T	T	T	.01		15
16			T	T		T	T			T	T	.03	.08	.14	.06	.02	T								16
17																									17
18																									18
19																									19
20																									20
21																									21
22																									22
23																									23
24																									24
25				.01	.02	.05	T	.04	.01	T	T														25
26				T	T				T										T	T	T	.01	.03	26
27	.01	.07	.03		.01	.02	.02	.01		T	.02	.02	.07	.07	.08	.03	.03	.04	T	.01	.06	.10	.08	.24	27
28	.27	.18	.05	.05	.12	.13	.18	.05	.02	T	T		.12	T	T	T									28
29	T	.02	.05	.10	.06	.08	.08	.01											T	.02	.08	.06	.03	.02	29
30	.05	.08	.19	.12	.20	.08	.08	.04	.05			.01	.01	T											30
31				T	T						.01	.03	.05	.03	.02	T	.01	.02				T	T	.05	31

- EXTREME TEMPERATURES FOR THE MONTH. MAY BE THE LAST OF MORE THAN ONE OCCURRENCE.
- BELOW ZERO TEMPERATURE OR NEGATIVE DEPARTURE FROM NORMAL.
- ▯ ▯ AT ALASKAN STATIONS.
- ALSO ON AN EARLIER DATE. OR DATES.
- HEAVY FOG RESTRICTS VISIBILITY TO 1/4 MILE OR LESS.
- IN THE HOURLY PRECIPITATION TABLE AND IN COLUMNS 8, 10, AND 11 INDICATES AN AMOUNT TOO SMALL TO MEASURE

THE SEASON FOR DEGREE DAYS BEGINS WITH JULY FOR HEATING AND JANUARY FOR COOLING.
DATA IN COLUMNS 8, 12, 13, 14, AND 15 ARE BASED ON 8 OBSERVATIONS PER DAY AT 3-HOUR INTERVALS.
WIND DIRECTIONS ARE THOSE FROM WHICH THE WIND BLOWS. RESULTANT WIND IS THE VECTOR SUM OF WIND DIRECTIONS AND SPEEDS DIVIDED BY THE NUMBER OF OBSERVATIONS. FIGURES FOR DIRECTIONS ARE TENS OF DEGREES FROM TRUE NORTH: 1-E., 09-EAST, 18-SOUTH, 27-WEST, 36-NORTH, AND 00-CALM. WHEN DIRECTIONS ARE IN TENS OF DEGREES IN COL. 17, ENTRIES IN COL. 16 ARE FASTEST OBSERVED 1-MINUTE SPEEDS. IF THE / APPEARS IN COL. 17, SPEEDS ARE GUSTS.
ANY ERRORS DETECTED WILL BE CORRECTED AND CHANGES IN SUMMARY DATA WILL BE PUBLISHED IN THE ANNUAL SUMMARY.

SUBSCRIPTION PRICE: LOCAL CLIMATOLOGICAL DATA $2.00 PER YEAR INCLUDING ANNUAL ISSUE IF PUBLISHED. FOREIGN MAILING 75% EXTRA. SINGLE COPY: 20% FOR MONTHLY ISSUE: 15% FOR ANNUAL SUMMARY. MAKE CHECKS PAYABLE TO DEPARTMENT OF COMMERCE. NOAA. SEND PAYMENTS AND ORDERS TO NATIONAL CLIMATIC CENTER. FEDERAL BUILDING. ASHEVILLE. NORTH CAROLINA 28801.

I CERTIFY THAT THIS IS AN OFFICIAL PUBLICATION OF THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION, AND IS COMPILED FROM RECORDS ON FILE AT THE NATIONAL CLIMATIC CENTER, ASHEVILLE, NORTH CAROLINA, 28801

William H. Haggard

DIRECTOR, NATIONAL CLIMATIC CENTER

SUMMARY BY HOURS

HOUR LOCAL TIME	AVERAGES SKY COVER TENTHS	STATION PRESSURE IN.	TEMPERATURE AIR °F	TEMPERATURE WET BULB °F	TEMPERATURE DEW PT. °F	RELATIVE HUMIDITY %	WIND SPEED M.P.H.	RESULTANT WIND DIRECTION	RESULTANT WIND SPEED M.P.H.
01	7	29.73	42	39	36	77	7.6	19	5.0
04	7	29.70	41	38	35	78	7.5	18	5.5
07	8	29.70	40	38	35	81	7.7	18	5.7
10	7	29.72	46	43	38	72	10.4	18	6.1
13	8	29.71	52	46	38	63	11.4	20	6.8
16	8	29.70	53	45	37	58	11.1	22	5.7
19	7	29.71	48	43	37	67	8.9	21	5.2
22	7	29.72	44	40	36	75	7.6	18	5.0

USCOMM - NOAA - ASHEVILLE 275

NOTICE: CLIMATOLOGICAL NORMALS BASED ON THE PERIOD 1941-1970 ARE EFFECTIVE AS FOLLOWS
HEATING DEGREE DAYS - JULY 1, 1973
COOLING DEGREE DAYS, TEMPERATURE, AND PRECIPITATION - JANUARY 1, 1974

SALEM, OREGON

OBSERVATIONS AT 3-HOUR INTERVALS

HOUR	SKY COVER (TENTHS)	CEILING (HNDS. OF FT.)	VISIBILITY (WHOLE MILES / TENTHS MILE)	WEATHER	TEMPERATURE AIR °F	TEMPERATURE WET BULB °F	TEMPERATURE DEW PT. °F	WIND REL. HUM. %	WIND DIR	WIND SPEED KNOTS
DAY 01										
01	10	32	10		48	36	26	70	10	6
04	10	85	10		42	36	26	70	13	6
07	10	28	7		38	28	22	68	02	5
10	8	48	30		46	42	41	83	16	12
13	10	25	12		48	43	38	77	20	22
16	10	15	10		43	40	36	78	22	20
19	10	18	10		42	38	35	78	28	13
22	10	28	10		40	37	34	78	10	15
DAY 02										
01	10	35	10		40	37	33	78	10	13
04	10	35	10		38	36	32	78	20	12
07	10	75	10		36	34	31	82	21	3
10	10	48	20		42	38	36	78	00	0
13	10	21	10		44	40	38	71	28	8
16	7	UNL	10		43	38	30	60	05	4
19	8	35	10		38	36	30	70	08	6
22	4	UNL	10		36	32	28	82	10	9
DAY 03										
01	8	30	10		32	30	27	82	10	5
04	7	45	10		30	28	25	82	16	6
07	9	UNL	10		33	31	28	85	16	6
10	8	48	20		38	36	32	78	17	12
13	10	35	20		44	38	33	68	18	18
16	10	18	10		42	38	35	78	18	14
19	10	17	10	R	41	38	34	78	17	10
22	10	28	7	R	41	38	34	78	19	18
DAY 04										
01	10	20	10	R	41	36	34	78	18	15
04	10	20	15	R	41	36	34	78	18	14
07	10	20	10		40	40	37	85	18	18
10	10	22	10		48	42	38	68	18	13
13	10	18	7	L	48	46	44	88	17	15
16	10	40	15		48	46	41	79	23	10
19	10	25	15	L	47	44	40	77	20	8
22	10	28	10	L	45	43	40	88	18	14
DAY 05										
01	10	28	15	R	48	43	38	68	18	15
04	10	30	15	R	46	43	40	83	18	16
07	10	21	8	R	46	43	41	88	18	13
10	10	18	7	R	46	43	42	88	18	18
13	10	35	7	R	47	44	41	85	20	15
16	10	21	7	R	48	38	36	78	20	15
19	10	25	15		41	38	34	78	30	3
22	10	28	10		40	37	32	73	28	10
DAY 06										
01	10	70	15		38	34	30	78	28	7
04	10	80	15		36	33	28	78	00	0
07	10	95	15		33	32	28	85	00	0
10	8	220	20		38	36	30	87	00	0
13	7	25	10		52	46	32	75	35	12
16	4	UNL	10		48	36	30	68	22	8
19	8	44	15		36	33	28	73	28	7
22	1	UNL	10		33	30	27	88	30	9
DAY 07										
01	0	UNL	15		30	28	20	88	00	0
04	0	UNL	15		28	24	22	88	00	0
07	3	UNL	15		26	23	20	85	16	4
10	8	UNL	30		38	32	28	70	15	4
13	3	UNL	30		48	34	31	63	07	8
16	9	200	30		46	36	26	68	24	8
19	0	UNL	15		38	38	26	54	20	8
22	1	UNL	10		38	38	28	78	10	4
DAY 08										
01	7	95	10		31	28	20	78	21	4
04	0	UNL	15		28	26	24	82	20	8
07	1	UNL	60		27	26	22	81	18	4
10	0	UNL	75		38	36	28	68	17	8
13	1	UNL	75		48	38	28	48	21	8
16	10	80	75		47	38	24	41	20	11
19	10	80	15		46	37	22	38	20	10
22	10	85	10		45	38	27	48	18	10
DAY 09										
01	10	90	10		47	38	28	44	17	14
04	10	42	15	RW	46	36	27	48	18	13
07	10	50	15		48	38	27	48	18	16
10	10	65	40		52	42	28	41	18	15
13	10	120	40		54	46	31	38	18	16
16	10	110	40		57	46	34	42	18	14
19	8	85	15		56	46	33	43	18	13
22	7	85	10		54	46	34	47	17	10
DAY 10										
01	7	85	15		55	45	35	67	20	8
04	10	80	15		48	43	36	78	14	8
07	10	95	10		46	42	36	80	15	8
10	10	85	10		48	43	39	77	16	8
13	10	35	10		53	48	44	72	21	7
16	10	48	7		50	47	46	83	17	7
19	10	38	7		48	46	46	93	18	6
22	10	18	7		47	46	46	88	23	4
DAY 11										
01	10	48	10		48	43	41	88	18	8
04	7	80	15		41	38	37	88	14	6
07	10	85	25		48	38	37	88	16	4
10	8	80	30		48	44	43	88	34	6
13	10	48	28	RW	53	48	43	88	18	10
16	8	75	30	RW	51	48	41	88	20	14
19	10	35	10	RW	51	46	40	88	28	8
22	10	28	10	RW	48	43	38	88	18	8
DAY 12										
01	10	45	10		48	38	36	82	18	8
04	10	40	7	RW	48	38	36	78	21	12
07	10	25	6	RW	48	38	36	78	20	16
10	10	20	10		48	38	36	78	18	18
13	4	UNL	15		44	40	36	71	18	18
16	10	14	8	RW	41	37	32	78	22	22
19	10	14	3	RW	38	36	32	78	21	20
22	10	28	10	RW	38	37	33	78	18	14
DAY 13										
01	8	18	7	RW	38	36	33	78	18	11
04	7	35	10	RW	38	34	31	82	18	8
07	9	28	7	RW	38	34	31	82	18	8
10	3	UNL	15		48	40	36	78	20	12
13	8	UNL	30		48	42	34	66	18	11
16	10	100	30		47	40	30	53	18	7
19	10	25	10	R	48	38	36	78	12	4
22	10	28	10	R	41	38	37	88	00	0
DAY 14										
01	10	18	8	R	41	38	37	88	28	5
04	10	4	4	R	48	38	37	88	32	5
07	10	4	3	R	48	38	37	88	34	5
10	10	4	1	R	48	41	38	88	36	5
13	10	4	2	RW	48	43	41	88	01	5
16	10	3	1	R	47	46	44	88	00	5
19	10	5	1	R	47	46	44	88	00	5
22	10	8	1	RW	47	46	44	88	00	5
DAY 15										
01	10	8	4	F	53	51	50	90	17	8
04	10	20	10		53	51	50	90	18	6
07	10	32	30		53	52	48	88	18	8
10	10	65	30		55	53	52	75	18	12
13	10	100	30		56	54	53	83	18	14
16	10	120	30		57	54	52	84	18	10
19	10	110	15		56	54	52	78	20	4
22	10	75	10		54	53	51	83	18	6
DAY 16										
01	3	UNL	15		48	38	28	65	25	5
04	10	8	6	F	38	38	28	65	00	0
07	10	11	7		43	41	38	83	04	5
10	10	12	10		48	48	38	77	08	6
13	5	UNL	15		52	48	40	84	02	8
16	7	UNL	50		57	48	43	87	01	9
19	2	UNL	15		48	48	41	74	00	0
22	0	UNL	15		44	41	37	78	00	0
DAY 17										
01	0	UNL	15		44	41	38	88	21	4
04	10	45	15		40	38	37	78	27	5
07	1	UNL	15		38	34	32	88	17	3
10	7	35	30		48	44	38	68	30	5
13	8	40	30		52	44	36	63	34	3
16	7	42	40		53	48	36	63	33	5
19	0	UNL	40		48	43	38	88	33	5
22	0	UNL	15		48	38	36	88	28	5
DAY 18										
01	3	UNL	15		48	38	28	88	28	5
04	0	UNL	15	F	38	38	28	88	00	0
07	10	11	7		43	41	38	83	04	5
10	10	12	10		48	48	38	77	08	6
13	5	UNL	15		52	48	40	84	02	8
16	7	UNL	50		57	48	43	87	01	9
19	2	UNL	15		48	48	41	74	00	0
22	0	UNL	15		44	41	37	78	00	0
DAY 19										
01	0	UNL	15		48	37	34	78	[illegible]	0
04	0	UNL	15		38	38	28	88	[illegible]	0
07	8	UNL	3		38	31	30	88	[illegible]	0
10	10	8	3	F	38	38	30	88	[illegible]	0
13	10	UNL	10		56	48	41	57	[illegible]	10
16	7	UNL	50		63	48	36	38	[illegible]	12
19	1	UNL	30		63	48	36	40	[illegible]	10
22	0	UNL	15		58	37	27	51	[illegible]	4
DAY 20										
01	0	UNL	15		48	33	20	48	33	9
04	0	UNL	15		38	31	18	48	33	8
07	1	UNL	75		38	30	28	92	30	4
10	1	UNL	75		51	48	24	35	36	8
13	1	UNL	75		60	48	28	28	01	11
16	1	UNL	75		62	48	28	21	02	13
19	1	UNL	30		62	41	27	38	01	8
22	0	UNL	30		48	38	27	48	00	0
DAY 21										
01	0	UNL	15		38	33	27	78	15	3
04	0	UNL	15		33	30	28	78	28	3
07	0	UNL	75		38	35	28	72	18	4
10	1	UNL	75		51	[illegible]	36	57	15	7
13	1	UNL	75		61	[illegible]	32	34	00	8
16	2	UNL	75		64	[illegible]	30	28	31	8
19	0	UNL	15		55	[illegible]	28	38	28	11
22	0	UNL	15		47	[illegible]	27	48	28	10
DAY 22										
01	10	100	15		47	46	45	88	18	4
04	10	70	15	R	46	46	45	93	18	5
07	10	140	15		46	46	43	88	11	4
10	10	80	30		50	46	44	88	08	8
13	10	100	40		53	46	40	78	28	5
16	8	UNL	60		54	46	38	83	03	4
19	10	40	15		50	46	41	91	31	8
22	10	80	15		48	46	46	74	18	4
DAY 23										
01	10	90	15	R	44	43	38	83	33	4
04	10	30	10	R	44	43	40	88	08	5
07	10	44	4	RF	47	46	45	88	18	13
10	8	12	15		58	52	48	78	18	25
13	10	200	15		61	52	44	64	18	11
16	10	70	20		58	50	40	54	18	9
19	10	80	15	R	52	48	46	74	18	12
22	10	35	7	R	48	47	46	88	08	4
DAY 24										
01	0	UNL	15		38	33	30	83	18	8
04	0	UNL	15		38	34	31	83	28	6
07	2	UNL	15		38	32	28	88	21	6
10	2	UNL	15		58	48	48	88	14	6
13	10	UNL	20		68	50	41	50	04	8
16	10	250	20		62	52	48	48	08	8
19	10	UNL	15		56	50	48	75	08	8
22	10	UNL	15		47	44	41	88	00	0
DAY 25										
01	10	250	15		47	46	46	88	22	5
04	10	80	10	R	46	46	45	93	14	5
07	10	44	6	R	46	46	46	88	14	5
10	10	40	10	R	52	48	46	83	18	8
13	10	80	20		53	48	46	78	22	8
16	3	UNL	20		53	48	44	74	22	8
19	3	UNL	20		48	48	44	88	22	8
22	3	UNL	15		48	41	40	83	22	8
DAY 26										
01	10	18	4	R	48	48	48	88	18	10
04	10	35	7	R	48	48	38	77	18	17
07	10	10	7	R	47	46	41	88	20	18
10	10	30	10	RW	60	47	44	88	18	15
13	10	35	15		58	48	41	82	23	11
16	7	32	15		48	48	48	77	18	11
19	7	UNL	15		46	46	37	84	24	9
22	0	UNL	15		44	43	38	88	13	4
DAY 27										
01	10	48	15	R	48	46	41	88	34	7
04	10	30	15	R	47	46	44	88	36	6
07	10	30	10	R	48	46	41	88	28	7
10	10	30	15		60	48	48	54	30	10
13	10	35	15		60	48	41	71	28	9
16	10	32	15		52	48	38	86	34	12
19	7	120	15	R	48	46	38	88	22	8
22	10	38	10	R	48	46	38	88	18	8
DAY 28										
01	10	38	15	R	48	48	44	88	34	7
04	10	5	6	R	47	46	44	88	36	6
07	10	32	10	R	48	46	41	88	28	7
10	10	30	15		60	48	48	54	30	10
13	10	32	15		60	48	41	71	28	9
16	8	UNL	20		52	48	38	86	34	12
19	7	120	15	R	48	46	38	88	22	8
22	10	38	10	R	48	46	38	88	18	8
DAY 29										
01	10	48	10	R	44	43	38	83	32	4
04	10	30	10	R	44	43	40	88	08	5
07	10	44	4	RF	47	46	45	88	18	13
10	8	12	15		58	52	48	78	18	25
13	10	200	15		61	52	44	64	18	11
16	10	70	20		58	50	40	54	18	9
19	10	80	15	R	52	48	46	74	18	12
22	10	35	7	R	48	47	46	88	08	4
DAY 30										
01	10	48	10	R	44	43	38	83	32	4
04	10	30	10	R	44	43	40	88	08	5
07	10	44	4	RF	47	46	45	88	18	13
10	8	12	15		58	52	48	78	18	25
13	10	200	15		61	52	44	64	18	11
16	10	70	20		58	50	40	54	18	9
19	10	80	15	R	52	48	46	74	18	12
22	10	35	7	R	48	47	46	88	08	4
DAY 31										
01	10	38	15	RW	54	48	38	74	17	7
04	10	30	15	RW	48	48	37	78	18	10
07	7	48	15		48	48	38	78	17	7
10	10	50	30		58	48	38	58	18	17
13	10	22	7	RW	68	48	48	58	17	18
16	10	21	10	RW	68	48	48	77	18	14
19	10	42	15		58	48	48	88	18	8
20	10	32	10	RW	57	48	41	88	18	13

STATION: SALEM OREGON YEAR & MONTH: 19 80

NOTES

CEILING COLUMN-
UNL INDICATES NO UNLIMITED CEILING

WEATHER COLUMN-

+	TORNADO
T	THUNDERSTORM
Q	SQUALL
R	RAIN
RW	RAIN SHOWERS
ZR	FREEZING RAIN
L	DRIZZLE
ZL	FREEZING DRIZZLE
S	SNOW
SP	SNOW PELLETS
IC	ICE CRYSTALS
SW	SNOW SHOWERS
SG	SNOW GRAINS
IP	ICE PELLETS
H	HAIL
F	FOG
IF	ICE FOG
GF	GROUND FOG
BD	BLOWING DUST
BN	BLOWING SAND
BS	BLOWING SNOW
BY	BLOWING SPRAY
K	SMOKE
H	HAZE
D	DUST

WIND COLUMN-

DIRECTIONS ARE THOSE FROM WHICH THE WIND BLOWS. INDICATED IN TENS OF DEGREES FROM TRUE NORTH: 1-E.. 09 FOR EAST. 18 FOR SOUTH. 27 FOR WEST. ENTRY OF 00 IN THE DIRECTION COLUMN INDICATES CALM.

SPEED IS EXPRESSED IN KNOTS: MULTIPLY BY 1.15 TO CONVERT TO MILES PER HOUR.

ADDITIONAL DATA

OTHER OBSERVATIONAL DATA CONTAINED IN RECORDS ON FILE CAN BE FURNISHED AT COST VIA MICROFILM, MICROFICHE, OR PAPER COPIES OF THE ORIGINAL RECORDS. INQUIRIES AS TO AVAILABILITY AND COSTS SHOULD BE ADDRESSED TO: DIRECTOR, NATIONAL CLIMATIC CENTER, FEDERAL BUILDING, ASHEVILLE, NORTH CAROLINA 28801.

U.S. DEPARTMENT OF COMMERCE
NATIONAL CLIMATIC CENTER
FEDERAL BUILDING
ASHEVILLE, N.C. 28801

AN EQUAL OPPORTUNITY EMPLOYER

POSTAGE AND FEES PAID
U.S. DEPARTMENT OF COMMERCE
210

FIRST CLASS

AMERICAN REVOLUTION BICENTENNIAL 1776-1976

UNPUBLISHED RECORDS SUBJECT TO REVISION

UNITED STATES DEPARTMENT OF INTERIOR - GEOLOGICAL SURVEY - WATER RESOURCES DIVISION
PRIMARY COMPUTATION OF GAGE HEIGHT AND DISCHARGE

1973

14191000 WILLAMETTE RIVER AT SALEM, OREG.

~~WATER YEAR ENDING SEPT 30, 1973~~

USE RT 13

TEST DIFF = 0.2

BI-HOURLY GAGE HEIGHTS

S	DATE	TMAX	MAX	MIN	MEAN	EQ-GH	DATUM SHIFT	MEAN Q	HR	0200	0400	0600	0800	1000	1200	1400	1600	1800	2000	2200	2400
	1-05	0030	11.97	10.77	11.48	11.48		30000		1189	1179	1173	1166	1164	1160	1152	1139	1121	1103	1089	1077
13	1-06	1000	11.14	10.72	10.96	10.97		27700		1080	1094	1108	1113	1114	1113	1110	1100	1088	1083	1079	1072
	1-07	0030	10.71	10.18	10.39	10.39		25300		1065	1057	1049	1043	1039	1038	1034	1030	1027	1024	1021	1018
	1-08	0030	10.17	9.99	10.10	10.10		24000	11	1016	1014	1010	1005	1000							
	PERIOD		20.45	9.99																	

40 days 74

UNPUBLISHED RECORDS
SUBJECT TO REVISION

UNITED STATES DEPARTMENT OF INTERIOR - GEOLOGICAL SURVEY - WATER RESOURCES DIVISION
PRIMARY COMPUTATION OF GAGE HEIGHT AND DISCHARGE

14191000 WILLAMETTE RIVER AT SALEM, OREG. WATER YEAR ENDING SEPT. 30, 1973

USE RT 13 TEST DIFF = 0.2 BI-HOURLY GAGE HEIGHTS

S	DATE	TMAX	MAX	MIN	MEAN	EQ-GH	DATUM SHIFT	MEAN Q	HR	0200	0400	0600	0800	1000	1200	1400	1600	1800	2000	2200	2400
	1-08	1100	9.98	9.69	9.95	9.95		23400							997	992	986	981	979	975	969
	1-09	0030	9.70	9.55	9.62	9.62		22000		969	965	963	959	957	956	955	960	963	965	963	960
	1-10	2130	9.73	9.41	9.58	9.58		21800		957	951	943	942	947	955	961	963	969	971	970	967
	1-11	0030	9.67	9.32	9.46	9.46		21300		961	953	941	934	935	938	936	941	945	947	954	962
	1-12	2400	13.01	9.67	10.77	10.81		27000		970	980	993	1010	1034	1055	1079	1111	1141	1184	1240	1301
A	1-13	1700	18.19	13.19	15.81	15.89		53800	17	1359	1428	1485	1560	1635	1697	1758	1806				
	PERIOD		18.19	9.32																	

Jan 13 – Feb 28
MISSING

UNPUBLISHED RECORDS
SUBJECT TO REVISION

UNITED STATES DEPARTMENT OF INTERIOR - GEOLOGICAL SURVEY - WATER RESOURCES DIVISION
PRIMARY COMPUTATION OF GAGE HEIGHT AND DISCHARGE

14191000 WILLAMETTE RIVER AT SALEM, OREG. WATER YEAR ENDING SEPT. 30, 1973

USE RT 13 TEST DIFF = 0.2 BI-HOURLY GAGE HEIGHTS

S	DATE	TMAX	MAX	MIN	MEAN	EQ-GH	DATUM SHIFT	MEAN Q	HR	0200	0400	0600	0800	1000	1200	1400	1600	1800	2000	2200	2400
	3-01	2400	8.03	7.53	7.79	7.79		14900	11							753	764	774	786	794	803
	3-02	2130	8.79	8.05	8.47	8.47		17400		808	815	825	831	843	852	860	867	872	875	877	878
13	3-03	0030	8.77	8.47	8.65	8.65		18100		877	875	875	873	868	866	862	860	856	852	850	847
	3-04	0030	8.46	8.23	8.35	8.35		16900		845	843	840	838	836	833	833	831	830	827	827	823
	3-05	0030	8.22	7.97	8.10	8.10		16000		821	819	816	814	812	809	806	806	803	800	798	797
	3-06	2330	8.01	7.94	7.97	7.97		15500		795	795	795	794	795	797	797	798	796	797	800	801
	3-07	0600	8.05	7.86	7.98	7.98		15500		802	803	805	801	800	799	798	796	794	792	789	786
	3-08	0030	7.84	7.48	7.66	7.66		14400		781	778	774	772	767	764	762	759	756	755	751	749
	3-09	0030	7.47	7.26	7.36	7.36		13400		746	743	742	740	737	735	732	732	731	730	727	726
	3-10	2400	8.08	7.24	7.43	7.43		13700		725	725	729	727	728	730	734	740	751	769	789	808
	3-11	2400	8.92	8.13	8.60	8.60		17900		828	838	844	850	852	859	864	873	879	886	890	892
	3-12	0030	8.92	8.48	8.74	8.74		18400		891	891	887	885	880	876	871	866	862	857	853	848
	3-13	0100	8.48	8.26	8.35	8.35		16900		845	842	838	836	836	833	833	831	829	828	827	826
	3-14	0030	8.26	8.07	8.17	8.17		16300		824	822	821	819	818	819	816	817	814	811	809	807
	3-15	0030	8.08	7.84	7.97	7.97		15500		805	804	802	800	798	797	795	794	792	790	787	784
	3-16	0030	7.84	7.65	7.72	7.72		14700		781	777	776	774	773	772	771	769	768	766	765	765
	3-17	2400	7.88	7.65	7.76	7.76		14800		766	766	768	771	773	777	780	781	783	787	785	788
	3-18	0730	7.94	7.87	7.91	7.91		15300		790	791	792	793	792	792	792	792	789	788	791	788
	3-19	2400	8.93	7.87	8.23	8.23		16500		787	789	791	796	802	811	822	836	851	867	882	893
	3-20	2000	9.65	8.96	9.40	9.40		21100		903	911	922	931	938	946	953	957	962	965	964	964
	3-21	0130	9.64	9.19	9.45	9.45		21300		963	961	959	956	951	947	943	938	934	929	923	919
	3-22	0030	9.17	8.77	8.98	8.98		19300		914	909	906	903	898	898	895	891	888	885	882	877
	3-23	0030	8.78	8.51	8.65	8.65		18100		877	874	871	869	869	865	863	860	859	856	853	851
	3-24	0030	8.49	8.14	8.31	8.31		16800		847	842	839	836	834	831	828	826	824	822	818	814
	3-25	0030	8.13	7.85	7.99	7.99		15600		811	807	805	803	801	798	796	793	793	791	789	785
	3-26	0030	7.85	7.64	7.75	7.75		14700		784	781	780	777	776	775	773	772	769	768	766	764
	3-27	0030	7.65	7.53	7.58	7.58		14200		762	760	759	758	758	758	754	755	757	757	755	756
	3-28	1600	7.74	7.56	7.66	7.66		14500		757	758	761	761	764	766	770	774	774	773	772	771
	3-29	0030	7.70	7.45	7.59	7.59		14200		769	767	766	764	763	760	758	755	753	749	748	745
	3-30	0100	7.45	7.31	7.36	7.36		13400		743	742	739	739	737	734	734	733	733	732	731	732
	3-31	2400	7.72	7.32	7.47	7.47		13800		733	734	735	738	739	743	750	754	757	761	767	772
	4-01	2330	8.41	7.73	8.06	8.07		15900		776	780	788	793	800	806	813	819	826	831	836	841
	4-02	1330	8.62	8.42	8.55	8.55		17700		845	849	853	857	859	861	861	860	859	856	854	852
	4-03	0130	8.51	8.21	8.37	8.37		17000		850	847	844	839	838	836	833	833	832	830	828	821
	4-04	0130	8.23	7.91	8.08	8.08		15900		822	819	817	813	811	808	805	804	800	797	795	792
	4-05	0030	7.91	7.67	7.79	7.79		14900		789	786	786	783	780	778	777	775	772	771	769	767
	4-06	0030	7.66	7.48	7.55	7.55		14100		760	761	758	757	755	754	752	752	751	751	748	748

UNPUBLISHED RECORDS
SUBJECT TO REVISION

UNITED STATES DEPARTMENT OF INTERIOR - GEOLOGICAL SURVEY - WATER RESOURCES DIVISION
PRIMARY COMPUTATION OF GAGE HEIGHT AND DISCHARGE

14192500 SOUTH YAMHILL RIVER NEAR WILLAMINA, OREG. WATER YEAR ENDING SEPT. 30, 1973

USE RT 11 TEST DIFF = 0.2 BI-HOURLY GAGE HEIGHTS

S	DATE	TMAX	MAX	MIN	MEAN	EQ-GH	DATUM SHIFT	MEAN Q	HR	0200	0400	0600	0800	1000	1200	1400	1600	1800	2000	2200	2400
	3-21 0900	3.13	3.04	3.07	3.08			858	16					312	311	309	307	305	305	305	304
	3-22 0030	3.04	2.85	2.92	2.92			782		302	300	298	296	293	292	290	288	287	285	285	285
	3-23 0030	2.85	2.68	2.76	2.76			698		284	282	280	278	276	275	274	272	270	269	269	268
	3-24 0030	2.68	2.54	2.61	2.61			623		268	267	265	263	262	260	259	257	256	255	254	254
	3-25 0030	2.54	2.40	2.47	2.47			554		253	252	251	249	248	247	245	244	243	242	240	240
	3-26 0030	2.39	2.28	2.34	2.34			495		238	237	236	236	235	234	233	232	231	230	229	228
	3-27 1700	2.44	2.24	2.33	2.33			494		227	226	225	225	227	232	237	242	244	243	240	236
	3-28 0030	2.35	2.18	2.26	2.26			462		233	231	230	228	226	225	224	223	221	220	219	218
	3-29 0030	2.18	2.09	2.12	2.12			409		217	216	215	213	212	212	211	210	210	209	209	209
	3-30 2400	2.20	2.09	2.13	2.13			414		210	212	214	216	214	212	212	212	213	215	217	220
	3-31 2330	2.51	2.18	2.32	2.32			489		222	221	219	219	222	229	237	241	244	245	248	251
	4-01 0100	2.52	2.32	2.41	2.41			526		252	251	247	244	241	239	237	236	235	234	233	232
	4-02 0030	2.32	2.19	2.25	2.25			458		231	229	227	226	225	224	223	222	221	220	219	219
	4-03 0030	2.18	2.10	2.14	2.14			417		218	217	217	216	215	214	213	213	212	211	210	210
	4-04 0030	2.10	2.02	2.06	2.06			385		209	209	208	207	207	206	206	205	204	204	203	202
	4-05 0030	2.02	1.94	1.99	1.99			355		202	201	201	200	200	199	198	197	197	196	195	194
	4-06 0030	1.94	1.87	1.91	1.91			324		194	193	193	192	192	191	191	190	189	189	188	187
	4-07 0030	1.87	1.81	1.84	1.84			300		187	186	186	185	185	184	184	183	183	182	181	181
	4-08 0030	1.81	1.76	1.78	1.78			279		180	180	180	179	179	178	178	178	177	177	176	176
	4-09 0030	1.75	1.70	1.73	1.73			261		175	175	174	174	173	173	173	172	172	172	171	170
	4-10 0030	1.70	1.65	1.68	1.68			244		170	170	169	169	168	168	168	167	167	166	166	165
	4-11 0030	1.65	1.61	1.63	1.63			229		165	164	164	164	164	163	163	163	162	162	161	161
	4-12 0030	1.60	1.57	1.59	1.59			217		160	160	160	159	159	159	159	159	158	158	158	157
	4-13 0030	1.57	1.53	1.56	1.56			207		157	157	156	156	156	156	155	155	155	154	154	153
	4-14 0030	1.53	1.50	1.52	1.52			195		158	153	152	152	152	152	152	151	151	151	150	150
	4-15 0030	1.50	1.47	1.48	1.48			185		150	149	149	149	149	148	148	148	148	148	147	147
	4-16 2030	1.86	1.47	1.62	1.63			228		147	148	149	151	154	156	161	168	176	184	185	183
	4-17 1630	2.09	1.82	1.95	1.96			343		182	182	184	187	192	198	204	208	208	206	202	199
	4-18 2100	2.64	1.95	2.17	2.19		0.01	438		196	195	196	197	197	200	206	219	244	261	264	264
	4-19 0030	2.63	2.43	2.51	2.51		0.01	580		262	259	256	253	251	249	248	247	246	244	244	243
	4-20 0030	2.42	2.21	2.31	2.31		0.01	487		241	238	236	234	231	230	228	227	225	223	222	221
	4-21 0030	2.21	2.09	2.15	2.15		0.02	429		221	220	219	218	216	215	214	213	212	211	209	209
	4-22 0030	2.08	1.99	2.05	2.05		0.02	306		208	207	206	206	205	205	204	204	203	202	200	199
	4-23 0030	1.99	1.90	1.95	1.95		0.02	349		199	198	197	197	196	196	195	194	193	192	191	190
	4-24 0030	1.90	1.83	1.87	1.87		0.03	320		190	189	189	188	187	187	186	186	185	185	184	183
	4-25 0030	1.83	1.76	1.80	1.80		0.03	294		182	182	181	181	180	179	179	179	178	177	176	176
	4-26 0030	1.75	1.69	1.73	1.73		0.03	270		175	174	174	174	173	173	173	172	172	171	170	169

UNPUBLISHED RECORDS
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UNITED STATES DEPARTMENT OF INTERIOR - GEOLOGICAL SURVEY - WATER RESOURCES DIVISION
PRIMARY COMPUTATION OF GAGE HEIGHT AND DISCHARGE

14191000 WILLAMETTE RIVER AT SALEM, OREG. WATER YEAR ENDING SEPT. 30, 1973

USE RT 13 TEST DIFF = 0.2 BI-HOURLY GAGE HEIGHTS

S	DATE	TMAX	MAX	MIN	MEAN	EQ-GH	DATUM SHIFT	MEAN Q	HR	0200	0400	0600	0800	1000	1200	1400	1600	1800	2000	2200	2400
	4-07	0030	7.48	7.28	7.39	7.39		13500		746	744	743	743	741	739	738	737	735	732	731	728
	4-08	0030	7.27	7.05	7.16	7.16		12800		726	724	722	721	718	717	715	713	711	709	707	705
	4-09	0030	7.05	6.90	6.99	6.99		12200	13	704	702	700	698	692	694						
	PERIOD		9.65	6.90																	

UNPUBLISHED RECORDS
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UNITED STATES DEPARTMENT OF INTERIOR - GEOLOGICAL SURVEY - WATER RESOURCES DIVISION
PRIMARY COMPUTATION OF GAGE HEIGHT AND DISCHARGE

14191000 WILLAMETTE RIVER AT SALEM, OREG. WATER YEAR ENDING SEPT. 30, 1973

USE RT 13 TEST DIFF = 0.2 BI-HOURLY GAGE HEIGHTS

S	DATE	TMAX	MAX	MIN	MEAN	EQ-GH	DATUM SHIFT	MEAN Q	HR	0200	0400	0600	0800	1000	1200	1400	1600	1800	2000	2200	2400
	4-09	1300	6.95	6.85	6.93	6.94		12100								694	692	691	689	686	685
	4-10	0030	6.85	6.63	6.77	6.77		11500		683	682	681	680	679	678	676	675	673	671	667	663
	4-11	0030	6.62	6.24	6.43	6.43		10500		660	657	653	650	646	643	639	635	633	631	628	624
	4-12	0030	6.24	6.11	6.15	6.15		9650		621	618	617	615	613	613	612	612	612	613	614	618
	4-13	0100	6.20	6.15	6.18	6.18		9740		619	620	620	620	619	619	619	617	616	615	616	615
	4-14	1030	6.18	6.15	6.17	6.17		9700		616	616	617	617	617	618	617	618	618	616	615	615
	4-15	0030	6.15	6.08	6.12	6.12		9550		615	615	614	614	613	613	611	611	610	608	606	605
	4-16	0030	6.06	5.99	6.02	6.02		9260		603	602	601	601	601	601	600	600	600	603	603	603
	4-17	2400	6.65	6.03	6.29	6.29		10100		604	606	609	614	621	627	634	642	647	654	660	665
	4-18	2400	7.44	6.67	7.02	7.02		12300		671	678	683	691	696	707	711	712	716	724	734	744
	4-19	2400	7.92	7.44	7.68	7.68		14500		749	753	757	760	764	769	771	776	779	782	787	792
	4-20	1200	8.18	7.93	8.11	8.11		16000		799	805	809	812	815	818	817	817	815	813	810	808
	4-21	0030	8.08	7.93	8.00	8.01		15600		805	805	804	803	803	800	800	797	797	795	794	793
	4-22	0030	7.92	7.79	7.87	7.87		15100		791	790	788	788	787	786	787	787	785	783	781	779
	4-23	0030	7.79	7.71	7.75	7.75		14700		776	774	774	774	775	775	775	775	774	773	772	771
	4-24	0030	7.72	7.49	7.61	7.61		14300		770	767	766	764	763	761	760	757	756	754	752	749
	4-25	0030	7.49	7.18	7.36	7.36		13400		747	744	741	741	739	736	735	732	730	726	723	718
	4-26	0030	7.17	6.92	7.02	7.02		12300		714	711	707	705	703	701	701	699	696	695	692	692
	4-27	0030	6.91	6.73	6.83	6.83		11700		690	688	686	685	683	681	681	680	679	678	677	673
	4-28	0030	6.73	6.50	6.61	6.61		11000		671	668	665	663	661	660	658	657	656	655	652	650
	4-29	0030	6.50	6.22	6.34	6.34		10200		648	644	640	637	634	632	631	628	627	625	624	622
	4-30	0030	6.21	6.07	6.12	6.12		9560		620	617	615	613	612	611	610	609	608	607	608	608
	5-01	0030	6.08	5.95	6.01	6.01		9250		606	604	603	602	602	602	600	600	599	598	597	595
	5-02	0030	5.94	5.87	5.91	5.91		8960		594	593	593	592	592	591	591	589	588	588	587	587
	5-03	0030	5.86	5.79	5.83	5.83		8740		585	585	584	584	584	583	584	583	581	581	580	580
	5-04	1930	5.81	5.78	5.79	5.79		8640		579	579	578	578	579	579	580	580	580	580	580	579
	5-05	0030	5.79	5.72	5.78	5.78		8600		579	579	578	578	578	579	579	579	578	577	575	572
	5-06	0030	5.71	5.56	5.62	5.62		8160		569	567	565	563	561	560	559	558	558	558	557	556
	5-07	0030	5.56	5.48	5.51	5.51		7880		554	554	553	551	551	550	550	549	548	549	549	548
	5-08	1300	5.52	5.46	5.50	5.50		7850		549	546	547	549	550	551	552	552	551	551	551	551
	5-09	1700	5.65	5.50	5.58	5.58		8080		551	551	552	554	557	560	562	563	564	564	564	564
	5-10	1000	5.68	5.62	5.66	5.66		8270		565	566	566	567	568	568	567	567	565	564	563	562
	5-11	0030	5.62	5.48	5.56	5.56		8010		561	560	559	558	557	557	556	555	553	551	549	548
	5-12	0030	5.48	5.38	5.43	5.43		7680		548	546	545	544	544	544	543	542	541	540	539	538
	5-13	0030	5.37	5.26	5.30	5.30		7350		537	534	533	531	529	529	528	528	527	527	526	526
	5-14	0030	5.26	5.19	5.21	5.21		7130		526	524	522	521	520	520	520	520	519	519	519	520
	5-15	0030	5.19	5.15	5.17	5.17		7030	10	519	518	516	515	515							
	PERIOD		8.18	5.15																	

UNPUBLISHED RECORDS
SUBJECT TO REVISION

UNITED STATES DEPARTMENT OF INTERIOR - GEOLOGICAL SURVEY - WATER RESOURCES DIVISION
PRIMARY COMPUTATION OF GAGE HEIGHT AND DISCHARGE

14191000 WILLAMETTE RIVER AT SALEM, OREG.

WATER YEAR ENDING SEPT. 30, 1973

USE RT 14

TEST DIFF = 0.2

S	DATE	TMAX	MAX	MIN	MEAN	EQ-GH	DATUM SHIFT	MEAN Q	BI-HOURLY GAGE HEIGHTS HR 0200	0400	0600	0800	1000	1200	1400	1600	1800	2000	2200	2400
	5-15	1430	5.17	5.15	5.17	5.09		7280						515	516	516	517	517	517	517
	5-16	1430	5.19	5.16	5.17	5.17		7480	517	517	516	516	516	517	518	519	519	519	518	517
	5-17	0100	5.18	5.09	5.16	5.16		7430	517	517	516	516	516	517	517	516	515	514	512	509
	5-18	0030	5.07	4.91	4.99	4.99		7050	506	504	503	500	500	499	497	496	495	495	492	491
	5-19	0030	4.90	4.82	4.86	4.86		6770	489	488	487	485	485	485	485	486	485	485	483	482
	5-20	0030	4.82	4.77	4.80	4.80		6630	481	481	479	478	477	478	478	479	480	481	480	480
	5-21	0030	4.80	4.70	4.75	4.75		6530	479	478	477	476	475	475	474	474	473	473	472	470
	5-22	0030	4.70	4.63	4.65	4.65		6310	469	467	466	465	464	464	464	464	464	464	464	463
	5-23	1800	4.74	4.61	4.67	4.67		6360	461	462	461	463	464	467	470	471	474	474	474	473
	5-24	2330	4.99	4.72	4.81	4.81		6660	473	472	473	474	475	476	480	485	490	492	496	499
	5-25	1930	5.41	5.00	5.24	5.24		7640	502	505	508	513	519	527	533	537	540	540	541	540
	5-26	1500	5.46	5.36	5.42	5.42		8090	540	540	540	541	543	544	545	545	544	542	539	536
	5-27	0030	5.35	5.04	5.17	5.17		7480	532	528	524	520	519	517	514	512	510	507	506	504
	5-28	0900	5.11	4.88	5.01	5.01		7110	503	503	506	510	510	507	503	499	495	492	490	488
	5-29	0030	4.88	4.72	4.79	4.79		6620	486	484	482	480	480	479	478	477	477	475	473	472
	5-30	0030	4.72	4.58	4.65	4.65		6310	471	469	468	466	465	465	464	464	463	461	460	458
	5-31	2100	4.70	4.53	4.59	4.60		6190	457	456	455	454	453	453	456	460	465	469	470	469
	6-01	0030	4.69	4.55	4.60	4.60		6210	468	465	463	460	459	458	458	458	458	457	457	455
	6-02	0030	4.54	4.51	4.53	4.53		6050	454	452	452	451	451	452	453	454	454	453	453	453
	6-03	1630	4.63	4.53	4.59	4.59		6180	453	454	456	457	459	460	462	462	462	462	461	460
	6-04	0030	4.60	4.53	4.57	4.57		6150	460	459	458	458	458	458	457	457	456	455	454	453
	6-05	0030	4.53	4.48	4.51	4.51		6010	453	452	451	451	450	450	450	450	451	451	450	448
	6-06	0030	4.48	4.43	4.44	4.44		5880	447	445	445	444	443	443	443	443	444	444	443	443
	6-07	1630	4.44	4.41	4.43	4.43		5850	442	442	442	442	442	442	443	443	444	444	443	443
	6-08	0030	4.43	4.39	4.40	4.40		5800	443	441	439	439	439	440	440	441	441	440	440	439
	6-09	2330	4.45	4.37	4.40	4.40		5800	439	438	437	437	437	438	439	441	443	444	444	444
	6-10	1800	4.47	4.44	4.46	4.46		5910	445	445	445	445	445	445	445	446	447	447	447	446
	6-11	0030	4.46	4.44	4.45	4.45		5900	445	445	444	444	444	444	445	446	446	446	445	444
	6-12	2300	4.92	4.44	4.72	4.73		6480	444	445	453	464	474	480	484	487	488	490	491	492
	6-13	2200	5.01	4.92	4.97	4.97		7010	493	495	496	495	495	495	497	498	500	500	501	499
	6-14	0030	4.99	4.49	4.69	4.69		6400	498	493	486	477	468	461	458	455	453	451	450	449
	6-15	0030	4.48	4.44	4.46	4.46		5920	447	446	446	445	445	445	445	445	446	446	446	446
	6-16	2200	4.59	4.46	4.51	4.51		6030	446	446	447	447	450	451	451	453	456	457	459	459
	6-17	2400	5.24	4.60	4.82	4.82		6680	460	462	464	466	469	473	480	487	500	510	519	524
	6-18	2330	5.80	5.26	5.57	5.57		8498	531	537	544	550	556	560	564	567	571	575	578	579
	6-19	0230	5.81	5.50	5.71	5.72		8860	580	581	581	580	579	578	571	566	562	558	554	550
	6-20	0030	5.48	5.04	5.23	5.24		7630	545	539	534	529	525	521	518	515	512	509	506	504

UNPUBLISHED RECORDS
SUBJECT TO REVISION

UNITED STATES DEPARTMENT OF INTERIOR - GEOLOGICAL SURVEY - WATER RESOURCES DIVISION
PRIMARY COMPUTATION OF GAGE HEIGHT AND DISCHARGE

14191000 WILLAMETTE RIVER AT SALEM, OREG. WATER YEAR ENDING SEPT. 30, 1973

USE RT 14 TEST DIFF = 0.2 BI-HOURLY GAGE HEIGHTS

S	DATE	TMAX	MAX	MIN	MEAN	EQ-GH	DATUM SHIFT	MEAN Q	HR	0200	0400	0600	0800	1000	1200	1400	1600	1800	2000	2200	2400
	6-21	0030	5.02	4.76	4.89	4.89		6840		500	497	495	492	491	488	487	486	484	482	479	476
	6-22	0030	4.75	4.57	4.65	4.65		6310		473	471	469	467	466	464	463	462	461	459	459	457
	6-23	0030	4.57	4.47	4.52	4.52		6040		456	455	454	453	452	451	451	451	451	449	448	447
	6-24	2300	4.66	4.47	4.55	4.55		6110		447	448	450	451	452	453	456	458	461	464	465	466
	6-25	2300	4.86	4.66	4.75	4.75		6530		467	468	468	471	471	473	476	479	481	483	485	486
	6-26	1030	5.03	4.86	4.93	4.93		6930	11	488	490	493	498	502							
	ERIOD		5.81	4.37																	

UNPUBLISHED RECORDS
SUBJECT TO REVISION

UNITED STATES DEPARTMENT OF INTERIOR - GEOLOGICAL SURVEY - WATER RESOURCES DIVISION
PRIMARY COMPUTATION OF GAGE HEIGHT AND DISCHARGE

14191000 WILLAMETTE RIVER AT SALEM, OREG. WATER YEAR ENDING SEPT. 30, 1973

USE AT 14 TEST DIFF = 0.2 BI-HOURLY GAGE HEIGHTS

S	DATE	TMAX	MAX	MIN	MEAN	EQ-GH	DATUM SHIFT	MEAN Q	HR	0200	0400	0600	0800	1000	1200	1400	1600	1800	2000	2200	2400
	6-26	2400	5.24	5.04	5.06	5.06		7210							506	511	514	517	520	522	524
	6-27	0530	5.30	5.19	5.27	5.27		7710		527	529	530	530	530	530	529	528	526	525	522	519
	6-28	0030	5.18	4.90	5.07	5.07		7230		517	515	513	511	509	508	506	504	502	498	494	490
	6-29	0030	4.89	4.65	4.79	4.79		6610		487	484	482	482	481	480	479	477	475	472	469	465
	6-30	1700	4.66	4.61	4.64	4.64		6280		463	462	461	461	462	463	465	465	466	465	465	464
	7-01	1600	4.70	4.62	4.66	4.66		6330		463	462	462	463	464	467	469	470	470	470	468	467
	7-02	0030	4.66	4.57	4.62	4.62		6250		465	464	464	463	463	462	462	461	461	460	459	457
	7-03	0030	4.57	4.50	4.53	4.53		6070		456	455	454	453	453	453	453	452	453	453	452	450
	7-04	1800	4.57	4.46	4.51	4.51		6020		448	447	447	446	446	449	452	455	457	457	455	453
	7-05	1630	4.53	4.49	4.51	4.51		6020		452	451	450	449	449	450	451	452	452	453	451	450
	7-06	1930	4.50	4.47	4.49	4.49		5970		449	448	448	448	447	448	448	448	449	450	450	449
	7-07	1900	4.50	4.46	4.48	4.48		5960		448	448	447	447	446	447	448	449	449	450	449	448
	7-08	1600	4.52	4.47	4.49	4.49		5980		448	447	447	447	447	448	450	452	452	451	451	451
	7-09	1630	4.52	4.51	4.51	4.51		6030		451	451	451	451	451	451	451	451	452	452	452	452
	7-10	0030	4.52	4.47	4.49	4.49		5970		452	451	450	449	448	448	448	448	447	447	447	447
	7-11	0030	4.47	4.45	4.45	4.45		5910		446	446	446	445	445	445	445	445	445	445	445	445
	7-12	0030	4.45	4.44	4.44	4.44		5890		445	445	444	444	444	444	444	444	444	444	445	445
	7-13	0030	4.45	4.45	4.45	4.45		5900		445	445	445	445	445	445	445	445	445	445	445	445
	7-14	0030	4.45	4.44	4.45	4.45		5890		445	445	445	445	444	444	444	445	445	445	445	445
	7-15	2030	4.48	4.44	4.45	4.45		5910		444	444	444	444	444	445	445	446	447	447	448	448
	7-16	1730	4.50	4.48	4.49	4.49		5980		448	448	448	449	449	449	449	449	450	450	450	450
	7-17	0030	4.50	4.47	4.48	4.48		5970		450	450	449	448	447	447	447	448	448	449	449	450
	7-18	2230	4.53	4.50	4.51	4.51		6020		450	450	450	450	451	451	451	451	452	452	452	453
	7-19	2000	4.60	4.53	4.57	4.57		6130		453	454	454	455	456	456	457	458	459	460	460	460
	7-20	2330	4.62	4.60	4.61	4.61		6220		460	460	461	461	461	461	461	461	461	461	461	462
	7-21	2400	4.68	4.62	4.64	4.64		6290		462	462	462	462	462	464	465	466	466	467	467	468
	7-22	1930	4.71	4.68	4.69	4.69		6400		468	468	468	468	469	470	470	470	470	471	471	471
	7-23	1230	4.78	4.71	4.75	4.75		6530		472	472	473	474	476	477	478	478	478	476	474	473
	7-24	0030	4.72	4.69	4.70	4.70		6438		472	471	470	470	470	470	470	470	470	470	470	469
	7-25	0030	4.68	4.52	4.59	4.59		6180		466	464	461	459	459	458	458	457	456	455	453	452
	7-26	0030	4.52	4.48	4.50	4.50		6000		451	451	450	449	449	449	450	451	451	450	449	448
	7-27	1430	4.49	4.47	4.48	4.48		5960		448	447	447	447	447	448	448	449	449	449	448	448
	7-28	0030	4.48	4.46	4.47	4.47		5940		447	447	448	448	448	447	447	447	446	446	445	444
	7-29	1330	4.46	4.44	4.45	4.45		5900		444	444	444	444	445	445	446	446	446	446	446	446
	7-30	1300	4.48	4.46	4.47	4.47		5930		446	446	446	446	446	447	448	448	448	447	446	444
	7-31	0030	4.44	4.41	4.42	4.42		5850		444	443	442	442	442	442	442	443	443	442	442	441
	8-01	0030	4.41	4.37	4.38	4.38		5770		440	440	437	437	437	438	438	438	439	439	438	438

UNPUBLISHED RECORDS
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UNITED STATES DEPARTMENT OF INTERIOR - GEOLOGICAL SURVEY - WATER RESOURCES DIVISION
PRIMARY COMPUTATION OF GAGE HEIGHT AND DISCHARGE

14191000 WILLAMETTE RIVER AT SALEM, OREG.

WATER YEAR ENDING SEPT. 30, 1973

USE RT 14

TEST DIFF = 0.2

S	DATE	TMAX	MAX	MIN	MEAN	EQ-GH	DATUM SHIFT	MEAN Q	HR	BI-HOURLY GAGE HEIGHTS 0200	0400	0600	0800	1000	1200	1400	1600	1800	2000	2200	2400
	8-02	0030	4.38	4.33	4.35	4.35		5690		438	437	436	435	434	434	433	433	433	433	433	433
	8-03	0230	4.34	4.30	4.33	4.33		5660		433	434	434	433	433	434	433	433	432	431	431	430
	8-04	1200	4.32	4.30	4.31	4.31		5630		430	431	431	431	431	432	432	432	432	432	432	432
	8-05	2400	4.41	4.32	4.36	4.36		5730		432	433	434	434	436	437	438	439	439	439	439	441
	8-06	1030	4.48	4.41	4.45	4.45		5910		442	442	443	445	447	448	448	447	446	446	446	445
	8-07	1500	4.48	4.44	4.46	4.46		5920		445	445	444	444	445	446	447	448	448	448	448	448
	8-08	0530	4.50	4.49	4.49	4.49		5990	10	449	449	450	450								
PEAIOD			5.30	4.30																	

UNPUBLISHED RECORDS
SUBJECT TO REVISION

UNITED STATES DEPARTMENT OF INTERIOR - GEOLOGICAL SURVEY - WATER RESOURCES DIVISION
PRIMARY COMPUTATION OF GAGE HEIGHT AND DISCHARGE

14191000 WILLAMETTE RIVER AT SALEM, OREG.

WATER YEAR ENDING SEPT. 30, 1973

USE RT 14

TEST DIFF = 0.2

BI-HOURLY GAGE HEIGHTS

S	DATE	TMAX	MAX	MIN	MEAN	EQ-GH	DATUM SHIFT	MEAN Q	HR 0200	0400	0600	0800	1000	1200	1400	1600	1800	2000	2200	2400
	8-08	1400	4.53	4.50	4.50	4.51		6010						451	453	453	452	452	451	450
	8-09	0030	4.51	4.48	4.49	4.49		5980	450	450	449	449	448	449	449	450	449	448	448	448
	8-10	0030	4.48	4.46	4.47	4.47		5930	447	446	446	446	446	446	447	447	447	447	447	447
	8-11	1030	4.50	4.44	4.48	4.48		5970	447	447	448	448	449	450	450	450	450	448	447	444
	8-12	1430	4.46	4.41	4.44	4.44		5880	443	442	441	442	443	444	445	446	446	446	445	446
	8-13	1100	4.47	4.44	4.46	4.46		5920	446	446	446	446	446	446	447	447	446	446	445	444
	8-14	2100	4.47	4.44	4.45	4.45		5900	444	444	444	444	445	445	445	446	446	446	446	446
	8-15	1400	4.47	4.43	4.46	4.46		5920	445	445	445	445	445	446	447	447	447	447	446	445
	8-16	0030	4.45	4.44	4.44	4.44		5880	445	444	444	444	444	444	445	444	444	444	444	445
	8-17	2330	4.76	4.45	4.59	4.59		6180	447	448	449	450	453	456	461	465	470	472	474	476
	8-18	2230	5.01	4.77	4.92	4.92		6900	479	482	485	488	491	495	497	498	500	500	500	500
	8-19	2330	5.06	4.99	5.02	5.02		7120	499	499	499	499	501	502	503	504	504	505	505	506
	8-20	1200	5.09	5.06	5.08	5.08		7240	506	506	506	507	508	509	509	508	509	508	509	508
	8-21	0030	5.07	5.04	5.05	5.05		7200	507	506	506	504	504	505	504	506	505	506	505	506
	8-22	1530	5.08	5.04	5.06	5.06		7220	506	505	505	505	505	506	507	508	508	507	508	508
	8-23	1430	5.10	5.07	5.09	5.09		7270	507	508	508	509	508	509	509	509	508	509	510	510
	8-24	2330	5.30	5.10	5.20	5.20		7530	510	512	513	517	522	521	522	523	524	526	528	530
	8-25	0030	5.31	5.18	5.26	5.26		7690	531	531	531	531	530	529	527	523	521	520	519	519
	8-26	0200	5.19	5.14	5.17	5.17		7470	519	519	519	518	518	517	518	517	516	515	515	514
	8-27	2400	5.16	5.06	5.10	5.10		7300	513	512	512	511	511	510	509	507	507	506	507	514
	8-28	1500	5.57	5.19	5.49	5.49		8270	530	541	548	551	552	554	556	556	557	555	552	551
	8-29	1130	5.55	5.29	5.49	5.49		8200	550	550	550	552	553	554	555	555	551	544	537	529
	8-30	0030	5.27	5.06	5.11	5.11		7330	522	517	514	511	509	508	508	507	507	507	507	506
	8-31	2330	5.20	5.05	5.10	5.10		7290	506	506	506	506	507	508	509	510	512	514	518	520
	9-01	0430	5.26	5.08	5.19	5.19		7510	523	525	525	525	525	522	518	515	513	511	509	508
	9-02	0030	5.08	5.04	5.05	5.05		7190	507	507	505	504	504	504	504	504	504	504	504	504
	9-03	2400	5.07	5.02	5.03	5.03		7150	504	503	502	503	502	503	503	503	503	503	503	507
	9-04	2400	5.44	5.09	5.26	5.26		7690	513	519	523	524	525	527	529	530	532	532	535	544
	9-05	1430	5.61	5.30	5.52	5.52		8360	550	552	552	554	555	557	560	561	558	552	540	530
	9-06	0030	5.27	4.95	5.04	5.04		7180	520	513	508	504	502	501	498	496	495	496	502	504
	9-07	2400	5.55	5.03	5.18	5.18		7500	504	504	504	504	504	507	515	524	531	539	548	555
	9-08	0730	5.68	5.29	5.60	5.60		8550	559	563	566	568	568	568	568	566	560	550	539	529
	9-09	0030	5.28	4.89	5.05	5.05		7190	522	517	513	510	507	504	501	498	494	491	490	489
	9-10	1630	4.91	4.86	4.89	4.89		6840	488	489	488	489	489	490	490	490	490	489	487	486
	9-11	2400	5.28	4.85	4.98	4.98		7040	486	485	485	485	485	489	496	504	511	518	525	528
	9-12	0030	5.28	5.12	5.18	5.18		7490	528	526	523	520	517	516	515	514	513	512	512	513
	9-13	1830	5.26	5.13	5.20	5.20		7550	514	515	517	518	520	521	523	524	525	525	524	521

UNPUBLISHED RECORDS
SUBJECT TO REVISION UNITED STATES DEPARTMENT OF INTERIOR - GEOLOGICAL SURVEY - WATER RESOURCES DIVISION
PRIMARY COMPUTATION OF GAGE HEIGHT AND DISCHARGE

14191000 WILLAMETTE RIVER AT SALEM, OREG. WATER YEAR ENDING SEPT. 30, 1973

USE RT 14 TEST DIFF = 0.2 BI-HOURLY GAGE HEIGHTS

S	DATE	TMAX	MAX	MIN	MEAN	EQ-GH	DATUM SHIFT	MEAN Q	HR	0200	0400	0600	0800	1000	1200	1400	1600	1800	2000	2200	2400
	9-14	0100	5.22	5.03	5.16	5.16		7440		521	520	520	520	520	518	517	516	513	508	504	503
	9-15	0030	5.03	5.00	5.02	5.02		7120		502	502	502	501	502	502	502	503	502	501	501	500
	9-16	1230	5.04	5.00	5.02	5.02		7120		500	500	501	502	502	503	503	503	502	502	501	501
	9-17	1130	5.01	4.92	4.98	4.98		7030		500	499	498	498	500	501	500	499	497	494	492	493
	9-18	1000	5.23	4.94	5.17	5.17		7470		500	509	516	520	523	522	522	522	523	522	519	514
	9-19	0030	5.13	5.08	5.10	5.10		7300	11	513	508	509	511	511							
	PERIOD		5.68	4.41																	

UNPUBLISHED RECORDS
SUBJECT TO REVISION

UNITED STATES DEPARTMENT OF INTERIOR - GEOLOGICAL SURVEY - WATER RESOURCES DIVISION
PRIMARY COMPUTATION OF GAGE HEIGHT AND DISCHARGE

14I-1000 WILLAMETTE RIVER AT SALEM, OREG.

WATER YEAR ENDING SEPT. 30, 1971

USGS RT 14

TEST DIFF = 0.2

DATE	TMAX	MAX	MIN	MEAN	FB-GH	DATUM SHIFT	MEAN CFS	HI-HOURLY GAGE HEIGHTS											
								0200	0400	0600	0800	1000	1200	1400	1600	1800	2000	2200	2400
6-19	2400	5.19	5.10	5.12	5.12		7350						510	512	515	515	514	515	514
6-20	2100	5.48	5.21	5.40	5.40		8040	527	534	536	534	540	541	545	544	545	547	547	546
6-21	1400	5.63	5.44	5.56	5.56		8470	549	551	555	557	554	561	563	563	560	557	553	549
6-22	1400	5.73	5.48	5.64	5.64		9660	549	554	560	565	569	571	573	571	568	566	563	559
6-23	2400	5.62	5.51	5.54	5.54		8400	556	554	552	551	551	552	553	554	553	554	556	562
6-24	2400	6.13	5.63	5.94	5.94		9480	567	572	582	588	594	599	603	606	607	607	610	613
6-25	1600	6.99	6.15	6.76	6.77		11400	621	636	657	676	689	695	697	699	699	699	696	693
6-26	0030	6.92	6.32	6.66	6.66		11500	690	685	682	674	672	668	662	656	650	644	637	632
6-27	0030	6.29	5.74	6.00	6.00		9650	625	619	614	608	603	598	593	589	585	581	578	574
6-28	0030	5.73	5.44	5.57	5.57		8480	571	567	564	561	558	556	553	551	549	548	546	544
6-29	1630	5.59	5.40	5.49	5.49		8280	542	541	540	542	547	552	556	558	558	556	552	547
6-30	0030	5.46	5.23	5.35	5.35		7910	543	540	538	537	536	536	535	534	532	530	526	523
PERIOD		6.99	5.10																

Unpublished records subject to revision

UNITED STATES DEPARTMENT OF INTERIOR - GEOLOGICAL SURVEY - WATER RESOURCES DIVISION
PRIMARY COMPUTATION OF GAGE HEIGHT AND DISCHARGE

14191000 WILLAMETTE RIVER AT SALEM, OREG. WATER YEAR ENDING SEPT. 30, 1974

USGS RT 14 TEST DIFF = 0.2 RI-HOURLY GAGE HEIGHTS

S	DATE	TIME	MAX	MIN	MEAN	FD-G-	DATUM SHIFT	MEAN Q	HR 0200	0400	0600	0800	1000	1200	1400	1600	1800	2000	2200	2400
	10-01	1500	5.23	5.17	5.20	5.20		7550	519	518	517	518	519	521	522	523	522	522	522	523
	10-02	2400	5.46	5.23	5.44	5.45		8160	523	524	524	527	534	542	549	553	559	568	578	586
	10-03	2400	6.11	5.88	6.02	6.02		9710	591	595	599	601	603	603	604	604	606	607	609	611
	10-04	2030	6.22	6.11	6.18	6.18		10200	611	613	615	618	620	621	621	621	621	621	622	622
	10-05	2330	6.35	6.22	6.29	6.29		10500	622	623	626	627	630	630	631	631	631	632	633	635
	10-06	2230	6.46	6.35	6.42	6.42		10800	637	639	640	643	643	643	645	645	642	644	645	646
	10-07	2400	6.56	6.44	6.48	6.48		11000	647	648	647	647	646	645	645	645	648	650	653	656
	10-08	2130	6.67	6.57	6.63	6.63		11400	660	662	662	661	662	663	664	665	666	666	667	667
	10-09	2200	6.70	6.67	6.68	6.69		11600	668	668	668	668	668	668	668	669	669	669	670	670
	10-10	0030	6.70	6.67	6.69	6.69		11600	670	670	670	669	669	669	669	668	667	667	668	668
	10-11	2100	6.85	6.68	6.75	6.76		11800	669	668	669	671	673	675	677	679	681	684	685	684
	10-12	2400	7.06	6.84	6.94	6.94		12300	685	685	687	690	692	695	697	698	699	700	702	706
	10-13	2230	7.38	7.08	7.26	7.26		13300	711	714	719	722	725	728	729	731	733	735	737	739
	10-14	2030	7.44	7.38	7.40	7.40		13800	740	740	740	739	739	738	739	740	742	743	743	743
	10-15	0030	7.43	7.38	7.41	7.41		13800	742	741	740	740	739	738	739	740	741	741	743	743
	10-16	2400	7.53	7.42	7.44	7.44		13900	743	742	742	743	742	742	742	744	745	748	751	753
	10-17	2200	7.69	7.53	7.60	7.60		14400	754	755	756	756	757	758	759	761	764	767	769	769
	10-18	1700	7.78	7.69	7.75	7.75		14900	769	771	774	776	776	777	777	777	777	778	777	776
	10-19	0030	7.77	7.73	7.75	7.75		14900	776	775	774	774	774	774	775	774	775	775	774	774
	10-20	0400	7.81	7.70	7.76	7.76		14900	778	781	781	778	776	775	777	777	774	773	771	770
	10-21	0630	7.80	7.70	7.77	7.77		15000	771	775	778	780	780	778	777	776	778	778	778	779
	10-22	2400	7.97	7.79	7.90	7.90		15400	781	784	786	788	789	792	793	794	794	795	796	797
	10-23	0800	8.12	7.94	8.05	8.05		15900	799	808	809	812	811	810	807	806	804	801	797	794
	10-24	2400	8.19	7.92	8.03	8.03		15900	794	797	799	799	800	802	803	804	808	813	816	819
	10-25	1730	8.36	8.18	8.28	8.28		16700	818	819	821	823	827	830	833	833	835	835	834	834
	10-26	2400	8.46	8.31	8.38	8.38		17100	832	831	833	834	836	839	840	842	843	843	843	845
	10-27	0400	8.49	8.37	8.44	8.44		17300	848	849	848	848	845	845	844	842	841	840	838	837
	10-28	1130	8.38	8.33	8.36	8.36		17000	834	835	834	836	836	837	837	837	836	836	835	834
	10-29	2330	8.69	8.35	8.56	8.56		17700	836	840	845	850	856	861	865	866	867	868	868	868
	10-30	0030	8.69	8.32	8.60	8.60		17900	867	869	869	868	867	867	867	863	854	844	837	832
	10-31	2400	8.73	8.27	8.32	8.32		16800	830	830	828	827	828	827	829	829	830	833	841	873
A	11-01	1000	11.36	8.87	10.72	10.73		26700	942	1023	1087	1123	1136	1132	1118	1102	1087	1073	1066	1065
	11-02	0600	10.72	10.17	10.54	10.54		25900	1065	1070	1072	1071	1066	1061	1054	1047	1038	1031	1025	1017
	11-03	0030	10.14	9.60	9.84	9.84		22400	1010	1005	994	994	986	983	978	972	968	966	960	962
	11-04	2100	9.74	9.58	9.66	9.66		22200	960	959	959	960	964	967	969	971	970	973	972	972
	11-05	2330	9.92	9.73	9.80	9.80		22700	973	974	976	978	979	979	979	980	982	985	989	993

Data Subject to revision

UNITED STATES DEPARTMENT OF INTERIOR - GEOLOGICAL SURVEY - WATER RESOURCES DIVISION
PRIMARY COMPUTATION OF GAGE HEIGHT AND DISCHARGE

14191000 WILLAMETTE RIVER AT SALEM, OREG. WATER YEAR ENDING SEPT. 30, 1976

USGS NT 14 TEST DIFF = 0.2 BI-HOURLY GAGE HEIGHTS

STATE	TMAX	MAX	MIN	MEAN	DATUM SHIFT	MEAN Q	HR 0200	0400	0600	0800	1000	1200	1400	1600	1800	2000	2200	2400
11-04	1000	10.22	9.93	10.07	10.07	23900	10	998	1003	1009	1015	1022						
REVISE		11.56	5.17															

Unpublished records subject to revision

UNITED STATES DEPARTMENT OF INTERIOR - GEOLOGICAL SURVEY - WATER RESOURCES DIVISION
PRIMARY COMPUTATION OF GAGE HEIGHT AND DISCHARGE

1973

Oct 73
Sept 74

14191000 WILLAMETTE RIVER AT SALEM, OREG.

WATER YEAR ENDING SEPT. 30, 1974

USE RT 14

TEST DIFF = 0.2

81-HOURLY GAGE HEIGHTS

S	DATE	TMAX	MAX	MIN	MEAN	FD-GH	DATUM SHIFT	MEAN Q	HR 0200	0400	0600	0800	1000	1200	1400	1600	1800	2000	2200	2400
	11-06	2400	10.73	10.21	10.42	10.42		25400	14					1026	1031	1034	1038	1049	1059	1073
	11-07	2400	11.66	10.76	11.28	11.28		29100		1046	1097	1108	1117	1127	1133	1139	1146	1150	1155	1159	1166
✓	11-08	2400	11.99	11.67	11.86	11.86		31800		1172	1177	1181	1183	1189	1192	1190	1191	1194	1192	1195	1199
	11-09	2400	15.81	12.01	13.78	13.81		41900		1209	1229	1265	1294	1337	1380	1418	1453	1492	1524	1550	1581
	11-10	2330	17.91	15.86	17.04	17.04		61300		1609	1632	1653	1674	1695	1710	1729	1746	1759	1774	1790	1791
	11-11	2400	18.36	17.94	18.07	18.07		68000		1800	1809	1802	1799	1796	1797	1801	1806	1812	1822	1829	1836
	11-12	2400	19.54	18.40	18.92	18.92		73900		1850	1857	1870	1876	1881	1888	1898	1906	1918	1928	1942	1954
	11-13	2300	20.11	19.58	19.93	19.93		81000		1970	1981	1987	1993	1995	1997	1999	2000	2001	2001	2006	2009
	11-14	2400	20.63	20.10	20.42	20.42		84600		2014	2024	2031	2038	2046	2050	2052	2054	2050	2053	2054	2063
	11-15	2400	23.53	20.64	21.83	21.83		95600		2074	2092	2108	2130	2149	2168	2191	2222	2253	2286	2319	2353
	11-16	2230	25.65	23.63	24.84	24.84		121000		2389	2417	2440	2460	2475	2490	2505	2518	2534	2536	2553	2541
	11-17	0500	25.81	23.92	25.19	25.21		124000		2570	2573	2569	2558	2552	2536	2523	2498	2472	2452	2422	2382
	11-18	0030	23.84	21.71	22.67	22.67		102000		2341	2334	2313	2293	2278	2262	2249	2234	2218	2202	2186	2171
✓	11-19	0030	21.68	20.45	21.03	21.04		89300		2157	2146	2135	2126	2114	2103	2091	2082	2072	2059	2049	2045
	11-20	0030	20.42	20.11	20.21	20.21		83100		2032	2031	2023	2018	2018	2015	2013	2015	2014	2019	2020	2024
	11-21	2400	21.16	20.25	20.68	20.68		86600		2031	2041	2045	2053	2058	2065	2074	2082	2090	2095	2105	2116
	11-22	2130	21.69	21.16	21.51	21.51		93100		2121	2129	2139	2146	2152	2156	2160	2163	2166	2167	2167	2166
	11-23	0030	21.66	21.20	21.44	21.44		92500		2164	2162	2156	2153	2147	2141	2137	2138	2134	2131	2125	2120
	11-24	0100	21.20	20.77	20.99	20.99		89000		2116	2112	2108	2104	2101	2098	2095	2094	2091	2086	2081	2077
	11-25	0030	20.74	20.43	20.50	20.50		85300		2085	2082	2055	2049	2045	2044	2043	2045	2045	2046	2047	2044
✓	11-26	0030	20.47	19.86	20.15	20.15		82600		2045	2042	2035	2025	2021	2009	2006	1999	1996	1992	1990	1986
	11-27	0030	19.85	19.45	19.59	19.59		78600		1980	1976	1971	1962	1957	1953	1952	1948	1947	1945	1948	1948
	11-28	2400	20.66	19.48	19.98	19.99		81400		1951	1954	1962	1978	1987	1994	2004	2017	2028	2040	2052	2066
	11-29	2130	22.19	20.72	21.63	21.63		94000		2042	2099	2119	2140	2158	2178	2190	2202	2211	2216	2218	2219
✓	11-30	0030	22.19	22.02	22.10	22.10		97800		2217	2212	2209	2206	2205	2207	2209	2211	2211	2211	2209	2202
	12-01	0030	21.99	20.44	21.30	21.30		91400		2195	2189	2179	2166	2149	2133	2116	2099	2084	2068	2056	2044
	12-02	0030	20.42	19.58	19.98	19.99		81400		2032	2027	2018	2009	2003	1998	1991	1985	1976	1971	1963	1949
	12-03	0030	19.55	18.78	19.15	19.15		75500		1952	1942	1938	1930	1923	1913	1906	1899	1892	1887	1881	1875
	12-04	0030	18.76	18.23	18.52	18.52		71200		1874	1870	1866	1863	1860	1855	1851	1844	1836	1833	1826	1823
	12-05	0030	18.24	17.46	17.90	17.90		66900		1822	1822	1818	1808	1798	1790	1782	1772	1767	1760	1753	1746
✓	12-06	0030	17.45	16.83	17.11	17.11		61700		1736	1731	1726	1719	1715	1711	1706	1703	1697	1690	1686	1681
	12-07	2400	19.82	16.84	18.06	18.09		68100		1685	1694	1711	1734	1762	1793	1827	1860	1893	1924	1955	1982
	12-08	0530	20.13	19.02	19.75	19.75		79800		1999	2004	2012	2009	2004	1992	1978	1964	1949	1931	1915	1902
	12-09	0030	18.98	17.90	18.50	18.50		71000		1895	1888	1882	1874	1866	1853	1841	1830	1819	1807	1800	1790
	12-10	0030	17.89	17.23	17.54	17.53		64500		1785	1777	1772	1767	1761	1753	1748	1742	1733	1728	1723	1724
✓	12-11	0800	17.36	17.16	17.27	17.27		62700		1726	1731	1735	1734	1733	1729	1727	1724	1723	1721	1719	1715
✓	12-12	2400	17.63	17.03	17.16	17.14		62100		1711	1706	1705	1706	1708	1707	1711	1712	1720	1730	1746	1763

UNPUBLISHED RECORDS
SUBJECT TO REVISION

UNITED STATES DEPARTMENT OF INTERIOR - GEOLOGICAL SURVEY - WATER RESOURCES DIVISION
PRIMARY COMPUTATION OF GAGE HEIGHT AND DISCHARGE

14191000 WILLAMETTE RIVER AT SALEM, OREG. WATER YEAR ENDING SEPT. 30, 1974

USGS RT 14 TEST DIFF = 0.2 HI-HOURLY GAGE HEIGHTS

DATE	TMAX	MAX	MIN	MEAN	EQ-64 DATUM SHIFT	MEAN Q	HR	0200	0400	0600	0800	1000	1200	1400	1600	1800	2000	2200	2400
12-13	2400	20.30	17.70	19.26	19.26	76300		17[illegible]	1822	1861	1892	1924	1949	1967	1984	1999	2010	2021	20[illegible]
12-14	2230	21.30	20.32	20.93	20.94	88500		2042	2058	2068	2083	2094	2100	2106	2115	2119	2124	2128	21[illegible]
12-15	2230	21.63	21.32	21.50	21.50	93000		21[illegible]	2140	2142	2147	2149	2152	2153	2157	2158	2159	2161	21[illegible]
12-16	2400	22.57	21.61	22.01	22.01	97000		21[illegible]	2166	2173	2178	2185	2190	2207	2216	2226	2237	2247	22[illegible]
12-17	1230	23.14	22.40	22.87	22.87	104000	13	22[illegible]	2276	2284	2292	2302	2311						
MEAN		25.81	10.21																

UNITED STATES DEPARTMENT OF INTERIOR - GEOLOGICAL SURVEY - WATER RESOURCES DIVISION — DIST 41

PRELIMINARY COMPUTATION OF GAGE HEIGHTS AND DISCHARGE

DATA PROCESSED 05-06-74

14191000

WILLAMETTE RIVER AT SALEM,OREG. — USE RT 14

SUBJECT TO REVISION

PROVISIONAL DATA FOR WATER YEAR ENDING SEPT. 30, 1974 TEST DIFF 0.2 PINCH INT 30 MIN STORE PARM 00060, STATISTIC 00003
PARM 00065, STATISTIC 00003

DATE	MAX GH (TIME)	MIN GH (TIME)	MEAN GH	EQUIV GH	MEAN DISCH	SHIFT AT ADJ HR	DATUM AT CORR HR		STAGE, IN HUNDREDTHS OF FEET, AT INDICATED HOURS 1	2	3	4	5	6	7	8	9	10	11	12
12-17	23.78 (2400)	23.18 (1300)	23.46	23.46	106000			AM												
								PM	2318	2322	2327	2332	2337	2343	2348	2355	2362	2366	2373	2378
P.B.M. ✓12-18	23.91 (0500)	23.03 (2400)	23.58	23.58	110000			AM	2341	2345	2348	2348	2341	2340	2348	2347	2341	2337	2333	2367
								PM	2361	2356	2350	2343	2336	2330	2328	2319	2318	2314	2308	2303
P.B.M. ✓12-19	23.03 (0030)	22.19 (2400)	22.61	22.61	102000			AM	2302	2297	2291	2292	2291	2290	2282	2283	2279	2276	2269	2264
								PM	2260	2256	2251	2244	2239	2234	2231	2227	2221	2219	2215	2210
12-20	22.62 (2400)	21.96 (1100)	22.10	22.11	97300			AM	2206	2200	2201	2198	2202	2197	2197	2197	2198	2196	2196	2196
								PM	2199	2201	2206	2210	2214	2220	2226	2231	2238	2245	2253	2262
12-21	24.69 (2100)	22.69 (0030)	23.70	23.82	112000			AM	2272	2285	2292	2303	2315	2326	2339	2349	2363	2371	2383	2395
								PM	2404	2413	2421	2430	2432	2438	2443	2447	2449	2445	2442	2441
12-22	24.38 (0030)	23.14 (2400)	23.85	23.87	112000			AM	2435	2432	2429	2423	2419	2413	2409	2405	2404	2394	2393	2392
								PM	2387	2385	2380	2371	2364	2360	2352	2344	2338	2327	2319	2314
12-23	23.09 (0030)	21.98 (2400)	22.51	22.51	101000			AM	2304	2299	2294	2286	2279	2273	2270	2264	2261	2256	2255	2251
								PM	2247	2241	2234	2237	2232	2229	2224	2217	2213	2206	2201	2198
12-24	21.93 (0030)	20.78 (2400)	21.23	21.24	90900			AM	2190	2184	2178	2172	2164	2158	2150	2142	2135	2130	2120	2115
								PM	2108	2104	2100	2100	2096	2091	2085	2081	2078	2078	2073	2070
12-25	20.72 (0030)	20.49 (2400)	20.65	20.65	86400			AM	2072	2071	2069	2064	2064	2064	2066	2064	2065	2067	2068	2068
								PM	2068	2070	2070	2069	2067	2067	2064	2064	2057	2056	2051	2049
✓12-26	20.51 (0030)	19.51 (2400)	20.09	20.11	82300			AM	2045	2040	2040	2036	2033	2031	2027	2028	2024	2020	2018	2018
								PM	2017	2014	2007	2001	1996	1990	1985	1978	1969	1964	1956	1951
12-27	20.32 (2400)	19.26 (1000)	19.53	19.53	78200			AM	1947	1942	1941	1936	1934	1931	1929	1928	1928	1926	1929	1935
								PM	1935	1937	1943	1949	1959	1960	1975	1986	1998	2006	2020	2032
✓12-28	21.59 (2330)	20.32 (0030)	21.14	21.17	90400			AM	2038	2040	2041	2071	2079	2086	2098	2106	2113	2118	2127	2131
								PM	2133	2137	2143	2143	2147	2149	2152	2154	2156	2155	2155	2157
12-29	21.98 (1730)	21.59 (0030)	21.78	21.79	95300			AM	2161	2160	2162	2163	2163	2165	2167	2169	2172	2173	2180	2183
								PM	2187	2186	2192	2195	2195	2196	2197	2195	2193	2187	2183	2180
12-30	21.78 (0030)	21.61 (0930)	21.70	21.70	94400			AM	2175	2173	2169	2166	2163	2164	2163	2163	2164	2166	2167	2169
								PM	2170	2170	2172	2173	2172	2174	2173	2175	2171	2170	2170	2168
12-31	21.67 (0100)	21.45 (2400)	21.59	21.59	93700			AM	2167	2164	2163	2163	2162	2160	2162	2161	2163	2161	2160	2162
								PM	2160	2162	2161	2162	2158	2156	2157	2155	2154	2150	2147	2145
MONTH					85929															
1-01	21.64 (0030)	20.39 (2400)	21.02	21.04	89300			AM	2142	2139	2139	2137	2131	2129	2127	2125	2120	2116	2111	2108
								PM	2104	2100	2095	2090	2086	2078	2072	2066	2059	2054	2047	2039
1-02	20.36 (0030)	19.04 (2400)	19.66	19.65	79100			AM	2032	2027	2020	2013	2009	2001	1991	1985	1979	1972	1967	1961
								PM	1955	1948	1942	1935	1933	1926	1922	1920	1917	1915	1911	1904
1-03	19.06 (0030)	18.09 (2400)	18.66	18.65	72000			AM	1895	1892	1887	1886	1883	1880	1886	1882	1879	1876	1872	1868
								PM	1865	1859	1854	1853	1848	1844	1840	1833	1827	1821	1813	1809
1-04	18.07 (0030)	16.11 (2400)	17.13	17.14	61900			AM	1794	1791	1783	1776	1765	1759	1752	1744	1736	1728	1720	1716
								PM	1709	1700	1690	1683	1674	1664	1661	1653	1646	1639	1623	1611
1-05	16.05 (0030)	13.97 (2330)	14.91	14.96	47400			AM	1597	1583	1572	1558	1550	1539	1527	1515	1504	1491	1470	1468
								PM	1457	1448	1442	1435	1427	1423	1419	1413	1408	1404	1401	1397
1-06	13.95 (0030)	13.33 (2400)	13.62	13.63	41000			AM	1392	1389	1384	1383	1381	1378	1375	1372	1370	1369	1365	1362
								PM	1358	1358	1356	1352	1351	1346	1346	1342	1339	1337	1336	1333
1-07	13.33 (0030)	12.87 (2400)	13.06	13.06	36900			AM	1332	1329	1327	1325	1323	1320	1318	1316	1314	1312	1311	1308
								PM	1307	1305	1304	1301	1300	1297	1296	1295	1292	1291	1288	1287

1973

1974

14191000
WILLAMETTE RIVER AT SALEM,OREG. USE DI 14

UNPUBLISHED RECORDS SUBJECT TO REVISION

PROVISIONAL DATA FOR WATER YEAR ENDING SEPT. 30, 1974 TEST DIFF 0.2 PUNCH INT 30 MIN STORE PARM 00060, STATISTIC 00003
PARM 00065, STATISTIC 00003

DATE	MAX GH (TIME)	MIN GH (TIME)	MEAN GH	RNDTV GH	MEAN DISCH	SHIFT AT ADJ HR	DATUM AT CORR HR
1-08	12.87 (0100)	12.44 (2400)	12.62	12.62	35500		
1-09	12.65 (0030)	12.19 (2330)	12.34	12.35	34100		
1-10	12.19 (0030)	11.59 (2100)	11.86	11.87	31400		
1-11	11.70 (0400)	11.55 (1500)	11.62	11.62	30600		
1-12	11.41 (0700)	10.86 (2330)	11.34	11.34	29400		
1-13	14.12 (2400)	10.87 (0030)	12.44	12.49	36900		
1-14	17.20 (2400)	14.17 (0030)	15.20	15.22	50400		
A 1-15	24.86 (2400)	17.36 (0030)	21.03	21.13	90000		
A 1-16	32.16 (2400)	24.99 (0030)	28.55	28.64	141000		
1-17	32.32 (0430)	30.79 (2400)	31.81	31.82	199000		
A 1-18	30.82 (0030)	27.39 (2400)	29.16	29.19	167000		
1-19	27.39 (0030)	24.60 (2400)	25.92	25.96	132000		
1-20	24.54 (0030)	22.93 (2400)	23.70	23.71	111000		
1-21	22.91 (0030)	22.39 (2330)	22.68	22.69	102000		
1-22	22.37 (0030)	21.64 (2400)	22.02	22.02	97100		
* 1-23	21.42 (0030)	21.37 (1600)	21.44	21.44	92500		
* 1-24	21.42 (0230)	21.13 (2400)	21.33	21.33	91700		
1-25	21.11 (0030)	20.40 (2400)	20.73	20.73	87000		
1-26	20.39 (0030)	19.81 (2400)	20.10	20.11	82300		
* 1-27	19.54 (0030)	18.46 (2400)	19.17	19.17	75700		
1-28	18.55 (0100)	18.47 (2400)	18.85	18.85	73500		
1-29	18.55 (0030)	18.18 (1300)	18.38	18.31	69700		
PERIOD	32.32	18.86					

PORTABLE PLANT

STAGE, IN HUNDREDTHS OF FEET, AT INDICATED HOURS

	1	2	3	4	5	6	7	8	9	10	11	12
AM	1287	1285	1282	1279	1277	1274	1271	1268	1266	1264	1260	1259
PM	1258	1256	1253	1252	1251	1250	1249	1248	1247	1247	1247	1246
AM	1245	1245	1244	1244	1244	1243	1243	1242	1240	1240	1238	1237
PM	1235	1233	1232	1230	1228	1226	1225	1224	1223	1221	1220	1219
AM	1218	1217	1216	1213	1210	1208	1207	1204	1201	1197	1192	1186
PM	1181	1174	1170	1167	1163	1161	1160	1160	1159	1160	1161	1165
AM	1166	1168	1169	1170	1170	1169	1167	1167	1166	1164	1162	1159
PM	1158	1157	1155	1155	1155	1154	1155	1157	1158	1159	1159	1159
AM	1159	1158	1157	1157	1158	1158	1161	1159	1157	1154	1152	1147
PM	1142	1134	1130	1121	1115	1107	1100	1094	1092	1091	1087	1086
AM	1090	1097	1108	1119	1131	1145	1160	1174	1197	1216	1235	1254
PM	1270	1284	1297	1310	1321	1334	1347	1362	1373	1387	1401	1417
AM	1423	1431	1439	1444	1452	1457	1464	1472	1479	1489	1499	1510
PM	1521	1534	1549	1562	1578	1593	1608	1627	1648	1669	1694	1720
AM	1751	1774	1810	1846	1882	1916	1949	1982	2016	2049	2081	2112
PM	2143	2173	2202	2229	2255	2287	2319	2356	2383	2417	2452	2486
AM	2520	2542	2575	2595	2628	2644	2675	2691	2738	2764	2797	2839
PM	2876	2904	2967	3012	3033	3080	3114	3139	3168	3184	3200	3216
AM	3224	3224	3225	3215	3225	3226	3223	3210	3213	3210	3200	3199
PM	3196	3176	3167	3159	3152	3153	3134	3133	3114	3116	3096	3079
AM	3076	3053	3051	3036	3022	3004	2987	2980	2967	2939	2929	2909
PM	2909	2884	2863	2850	2842	2830	2820	2803	2786	2773	2759	2739
AM	2730	2723	2712	2704	2683	2664	2655	2632	2624	2615	2599	2584
PM	2578	2558	2551	2537	2529	2519	2509	2499	2487	2477	2467	2460
AM	2452	2445	2435	2427	2419	2411	2403	2395	2389	2382	2375	2368
PM	2362	2358	2347	2348	2333	2324	2320	2313	2309	2303	2298	2293
AM	2290	2287	2286	2284	2282	2281	2280	2279	2278	2276	2273	2271
PM	2270	2267	2265	2262	2260	2257	2254	2251	2247	2244	2241	2239
AM	2235	2232	2229	2226	2224	2221	2217	2214	2210	2209	2205	2201
PM	2198	2196	2193	2190	2187	2183	2180	2177	2174	2171	2168	2166
AM	2160	2157	2155	2151	2150	2147	2146	2144	2144	2142	2141	2141
PM	2141	2139	2138	2137	2137	2138	2139	2139	2140	2140	2140	2140
AM	2141	2141	2141	2141	2141	2141	2141	2140	2141	2141	2138	2137
PM	2136	2133	2132	2130	2125	2125	2124	2124	2122	2119	2117	2113
AM	2110	2108	2106	2100	2097	2093	2088	2086	2082	2078	2074	2072
PM	2068	2065	2063	2059	2057	2057	2050	2048	2046	2044	2042	2040
AM	2034	2032	2026	2034	2033	2031	2028	2027	2024	2022	2019	2016
PM	2013	2008	2006	2001	1998	1993	1988	1982	1978	1972	1966	1961
AM	1955	1950	1945	1940	1936	1929	1924	1922	1918	1914	1914	1911
PM	1910	1908	1907	1905	1903	1901	1900	1899	1898	1898	1897	1896
AM	1895	1894	1896	1894	1896	1893	1894	1894	1893	1893	1892	1891
PM	1890	1888	1886	1884	1882	1878	1876	1873	1869	1865	1861	1857
AM	1853	1849	1843	1839	1837	1833	1829	1826	1823	1821	1818	1813
PM	1810											

RECORDER CLOCK RUNNING 1.4 MINUTES PER DAY SLOW. RECORD IS FISTED.

UNPUBLISHED RECORDS SUBJECT TO REVISION

14191000 WILLAMETTE RIVER AT SALEM,OREG.

...T OF INTERIOR - GEOLOGICAL SURVEY - WATER RESOURCES DIVISION
PRIMARY COMPUTATION OF GAGE HEIGHTS AND DISCHARGE
DATA PROCESSED 05-04-74

DIST 41

PROVISIONAL DATA FOR WATER YEAR ENDING SEPT. 30, 1974 TEST DIFF 0.2 PUNCH INT 30 MIN STORE PARM 00060, STATISTIC 00003
PARM 00065, STATISTIC 00003

USF DT 14

DATE	MAX GH (TIME)	MIN GH (TIME)	MEAN GH	EQUIV GH	MEAN DISCH	SHIFT AT ADJ HR	DATUM AT GOOD HR
1-29	18.07 (1330)	17.67 (2400)	18.00	18.12	68300		
1-30	17.72 (0030)	14.79 (2400)	17.27	17.29	62000		
1-31	17.66 (2400)	16.62 (0500)	16.93	16.93	60500		
MONTH					78355		
2-01	19.44 (2400)	17.71 (0030)	18.71	18.72	72500		
2-02	19.56 (1100)	19.34 (2400)	19.50	19.50	76000		
2-03	19.33 (0030)	17.85 (2400)	18.63	18.63	71000		
2-04	17.43 (0030)	17.55 (1030)	17.70	17.70	65500		
2-05	17.71 (0030)	16.84 (1830)	17.14	17.14	61000		
2-06	17.00 (0030)	15.16 (2400)	16.20	16.21	55900		
2-07	15.14 (0030)	14.03 (2400)	14.66	14.66	46600		
2-08	13.99 (0030)	12.94 (2400)	13.52	13.52	40400		
2-09	12.91 (0030)	11.68 (2400)	12.38	12.39	34300		
2-10	11.45 (0030)	10.40 (2400)	10.84	10.85	27200		
2-11	10.40 (2330)	10.11 (1430)	10.24	10.25	24600		
2-12	10.45 (1230)	10.27 (2400)	10.40	10.40	25300		
2-13	10.25 (0030)	9.64 (2100)	9.85	9.86	23000		
2-14	9.68 (1500)	9.63 (0500)	9.65	9.65	22100		
2-15	10.12 (2330)	9.67 (0030)	9.92	9.92	23300		
2-16	11.81 (2400)	10.13 (0030)	10.79	10.74	26700		
2-17	12.94 (2400)	11.84 (0030)	12.52	12.53	35000		
2-18	14.07 (2400)	12.95 (0030)	13.19	13.20	38400		
2-19	18.71 (2400)	14.14 (0030)	14.71	14.74	59600		

STAGE, IN HUNDREDTHS OF FEET, AT INDICATED HOURS

	1	2	3	4	5	6	7	8	9	10	11	12
AM												
PM		1806	1802	1798	1795	1788	1786	1785	1781	1777	1776	1767
AM	1770	1767	1764	1758	1757	1753	1753	1744	1741	1740	1735	1733
PM	1724	1716	1716	1711	1705	1700	1696	1689	1691	1686	1686	1679
AM	1676	1671	1668	1663	1662	1664	1664	1665	1669	1671	1674	1681
PM	1688	1697	1696	1703	1708	1710	1717	1724	1737	1745	1756	1764
AM	1777	1788	1799	1810	1820	1831	1838	1845	1855	1863	1870	1881
PM	1887	1895	1903	1909	1915	1920	1924	1928	1932	1933	1939	1944
AM	1946	1947	1949	1949	1951	1952	1954	1952	1954	1953	1956	1956
PM	1955	1954	1954	1955	1953	1951	1951	1947	1944	1942	1938	1936
AM	1931	1924	1920	1916	1912	1905	1902	1895	1890	1880	1872	1866
PM	1860	1849	1844	1833	1828	1821	1813	1809	1802	1797	1791	1785
AM	1782	1778	1775	1770	1769	1764	1763	1759	1756	1757	1756	1754
PM	1750	1762	1766	1769	1772	1775	1778	1783	1783	1781	1779	1775
AM	1769	1761	1754	1746	1739	1733	1726	1722	1718	1715	1712	1707
PM	1703	1696	1692	1686	1685	1685	1685	1688	1692	1696	1698	1699
AM	1700	1700	1696	1692	1687	1678	1670	1662	1652	1644	1633	1623
PM	1614	1603	1594	1584	1575	1564	1555	1544	1539	1539	1524	1516
AM	1510	1504	1500	1493	1490	1486	1484	1484	1485	1485	1482	1478
PM	1474	1468	1460	1454	1445	1440	1433	1429	1422	1416	1409	1403
AM	1396	1390	1382	1377	1372	1369	1368	1368	1369	1370	1370	1369
PM	1363	1358	1350	1341	1334	1327	1320	1314	1308	1301	1297	1294
AM	1289	1285	1281	1278	1276	1273	1270	1267	1264	1262	1258	1254
PM	1248	1241	1232	1223	1215	1206	1195	1184	1175	1166	1157	1148
AM	1141	1134	1126	1121	1115	1107	1103	1098	1094	1088	1083	1078
PM	1075	1071	1067	1063	1060	1057	1054	1050	1047	1045	1042	1040
AM	1038	1035	1033	1031	1027	1025	1023	1021	1020	1018	1017	1016
PM	1014	1012	1011	1012	1014	1019	1024	1029	1034	1037	1039	1040
AM	1040	1040	1040	1039	1038	1039	1039	1041	1042	1042	1043	1044
PM	1044	1044	1044	1043	1042	1041	1040	1038	1037	1033	1031	1027
AM	1023	1020	1016	1011	1007	1003	999	994	989	984	982	980
PM	976	973	971	969	968	967	966	965	964	965	965	965
AM	965	965	965	964	963	963	963	963	964	964	965	965
PM	966	967	968	968	968	967	965	965	964	965	966	967
AM	967	972	978	984	988	993	997	999	1000	998	997	995
PM	992	991	991	990	991	993	995	998	1001	1007	1010	1012
AM	1015	1014	1017	1019	1021	1023	1024	1024	1033	1039	1046	1055
PM	1063	1074	1085	1097	1110	1122	1134	1144	1155	1161	1173	1181
AM	1188	1196	1203	1209	1218	1224	1230	1238	1243	1249	1256	1260
PM	1265	1270	1276	1278	1282	1285	1286	1289	1290	1293	1293	1294
AM	1295	1296	1297	1298	1299	1301	1302	1303	1304	1305	1306	1308
PM	1308	1310	1311	1315	1321	1329	1338	1348	1360	1374	1390	1407
AM	1425	1444	1466	1485	1507	1529	1555	1583	1614	1647	1671	1695
PM	1718	1740	1760	1780	1798	1814	1827	1839	1850	1863	1867	1871

UNITED STATES DEPARTMENT OF INTERIOR - GEOLOGICAL SURVEY - WATER RESOURCES DIVISION
PRIMARY COMPUTATION OF GAGE HEIGHTS AND DISCHARGE
DATA PROCESSED 05-06-74

USF 81

UNPUBLISHED RECORDS SUBJECT TO REVISION

14191000
WILLAMETTE RIVER AT SALEM,OREG.

USF RT 14

PROVISIONAL DATA FOR WATER YEAR ENDING SEPT. 30, 1974 TEST DIFF 0.2 PUNCH INT 30 MIN STORE PARM 00060, STATISTIC 00003
PARM 00065, STATISTIC 00003

DATE	MAX GH (TIME)	MIN GH (TIME)	MEAN GH	EQUIV GH	MEAN DISCH	SHIFT AT ADJ HR	DATUM AT CORR HR	STAGE, IN HUNDREDTHS OF FEET, AT INDICATED HOURS 1	2	3	4	5	6	7	8	9	10	11	12
✓ 2-20	18.00 (1330)	18.72 (0030)	18.01	18.01	73900			AM 1873	1875	1878	1880	1882	1884	1887	1891	1893	1894	1895	1897
								PM 1898	1899	1898	1899	1897	1899	1899	1898	1898	1894	1895	1892
2-21	18.91 (0030)	18.14 (2400)	18.56	18.57	71500			AM 1891	1886	1885	1880	1877	1877	1875	1871	1868	1864	1862	1859
								PM 1856	1851	1849	1846	1843	1840	1836	1831	1826	1824	1818	1816
✓ 2-22	18.14 (0030)	16.59 (2400)	17.45	17.46	64000			AM 1813	1809	1805	1800	1794	1788	1781	1774	1770	1765	1761	1754
								PM 1748	1741	1732	1723	1714	1703	1694	1685	1677	1667	1659	1650
2-23	16.46 (0030)	14.55 (2400)	15.55	15.56	51000			AM 1641	1633	1626	1618	1610	1602	1596	1590	1582	1574	1569	1561
								PM 1553	1544	1534	1526	1515	1506	1496	1487	1478	1470	1461	1455
2-24	14.52 (0030)	12.70 (2400)	13.65	13.65	41100			AM 1450	1444	1441	1436	1430	1423	1414	1404	1394	1384	1373	1365
								PM 1355	1344	1337	1328	1321	1312	1304	1298	1290	1283	1276	1270
✓ 2-25	12.72 (2400)	12.09 (1530)	12.36	12.36	34100			AM 1264	1258	1251	1246	1240	1235	1231	1227	1224	1221	1219	1215
								PM 1213	1211	1210	1209	1212	1220	1229	1239	1249	1258	1265	1272
2-26	14.39 (2400)	12.75 (0036)	13.38	13.39	39600			AM 1277	1279	1286	1291	1294	1299	1303	1308	1312	1317	1323	1327
								PM 1333	1340	1347	1358	1368	1377	1387	1399	1409	1419	1429	1439
✓ 2-27	15.96 (2400)	14.44 (0030)	15.19	15.20	49700			AM 1449	1459	1468	1476	1485	1492	1496	1501	1505	1511	1515	1518
								PM 1522	1525	1530	1535	1542	1550	1558	1565	1572	1580	1588	1596
2-28	17.33 (2400)	16.00 (0030)	16.70	16.71	59100			AM 1604	1612	1620	1627	1634	1642	1647	1651	1655	1662	1667	1674
								PM 1680	1686	1688	1691	1697	1702	1708	1714	1719	1724	1729	1733
MONTH					47039														

3-01	17.59 (2330)	17.34 (0030)	17.46	17.46	64000			AM 1736	1739	1739	1740	1740	1742	1743	1744	1745	1746	1746	1743
								PM 1741	1742	1746	1749	1751	1752	1753	1755	1757	1757	1758	1758
3-02	17.65 (0800)	17.41 (2400)	17.57	17.58	64700			AM 1760	1760	1762	1764	1763	1764	1764	1765	1765	1765	1764	1764
								PM 1763	1762	1760	1758	1756	1751	1749	1747	1744	1744	1742	1741
3-03	17.46 (0600)	14.83 (2400)	16.97	16.97	60800			AM 1739	1739	1740	1742	1745	1746	1745	1742	1737	1731	1722	1714
								PM 1704	1695	1685	1675	1666	1656	1646	1639	1628	1620	1611	1603
✓ 3-04	15.99 (0030)	13.87 (2400)	14.94	14.99	48400			AM 1595	1588	1580	1572	1563	1555	1546	1538	1528	1519	1509	1499
								PM 1489	1478	1469	1459	1448	1438	1428	1419	1410	1402	1393	1387
3-05	14.13 (2400)	13.39 (1130)	13.59	13.60	40800			AM 1381	1375	1368	1363	1358	1353	1349	1346	1343	1341	1340	1339
								PM 1339	1340	1343	1346	1352	1357	1363	1370	1379	1388	1400	1413
✓ 3-06	16.84 (2400)	14.19 (0030)	15.96	16.01	54500			AM 1427	1441	1458	1476	1494	1514	1535	1559	1582	1604	1626	1643
								PM 1658	1664	1672	1676	1676	1675	1675	1676	1677	1678	1680	1684
✓ 3-07	17.07 (0700)	16.85 (0030)	16.98	16.99	60600			AM 1688	1692	1697	1701	1704	1706	1707	1706	1707	1704	1703	1701
								PM 1700	1700	1700	1699	1699	1699	1698	1698	1697	1696	1691	1687
✓ 3-08	16.85 (0030)	14.56 (2400)	15.95	15.98	54400			AM 1683	1678	1674	1668	1663	1656	1650	1644	1636	1627	1620	1610
								PM 1600	1589	1578	1565	1552	1539	1524	1511	1498	1484	1470	1458
3-09	14.69 (0030)	12.45 (2400)	13.27	13.27	39000			AM 1442	1427	1412	1399	1385	1372	1360	1349	1340	1331	1324	1315
								PM 1307	1300	1293	1286	1280	1274	1270	1265	1260	1255	1250	1245
3-10	12.43 (0030)	11.77 (1600)	11.97	11.99	32300			AM 1240	1234	1229	1223	1219	1211	1205	1198	1194	1189	1183	1180
								PM 1178	1177	1177	1177	1178	1180	1182	1185	1188	1191	1194	1197
✓ 3-11	12.33 (2400)	11.48 (0030)	12.14	12.16	33200			AM 1199	1201	1204	1206	1208	1209	1211	1213	1214	1215	1217	1218
								PM 1219	1219	1219	1220	1220	1222	1223	1225	1227	1229	1231	1231
3-12	13.85 (2400)	12.35 (0030)	13.08	13.11	34100			AM 1237	1242	1246	1255	1261	1267	1274	1281	1287	1296	1301	1310
								PM 1319	1328	1337	1346	1351	1355	1359	1362	1367	1373	1378	1385
✓ 3-13	14.71	13.83	14.68	14.69	45700			AM 1393	1401	1409	1416	1423	1431	1440	1447	1456	1459	1461	1465

DISTRIBUTED BY USGS DENVER, CO. 80225

DEPARTMENT OF INTERIOR - GEOLOGICAL SURVEY - WATER RESOURCES DIVISION

14191000 PRIMARY COMPUTATION OF GAGE HEIGHTS AND DISCHARGE DIST

WILLAMETTE RIVER AT SALEM,OREG. DATA PROCESSED 05-04-74

USE PT 14

PROVISIONAL DATA FOR WATER YEAR ENDING SEPT. 30, 1974 TEST DIFF 0.2 PUNCH INT 30 MIN STOR& PARM 00060, STATISTIC 000

DATE	MAX GH (TIME)	MIN GH (TIME)	MEAN GH	EQUIV GH	MEAN DISCH	SHIFT AT ADJ HR	DATUM AT CORR HR
	(1500)	(0030)					
3-14	15.95 (2400)	14.49 (0530)	14.98	14.92	49000		
3-15	19.18 (2400)	16.03 (0030)	17.77	17.80	64200		
3-16	19.72 (1730)	19.22 (0630)	19.58	19.58	78600		
3-17	19.69 (0030)	19.14 (2400)	19.50	19.51	74100		
3-18	19.15 (0030)	17.82 (2400)	18.46	18.50	71000		
3-19	17.79 (0030)	14.11 (2400)	17.04	17.05	61300		
3-20	14.86 (0030)	14.33 (2400)	15.23	15.24	49300		
3-21	14.29 (0030)	13.57 (2400)	13.94	13.94	42700		
3-22	13.55 (0030)	13.02 (2400)	13.27	13.27	39000		
3-23	13.01 (0030)	12.33 (2400)	12.70	12.71	35900		
3-24	12.32 (0030)	11.69 (2330)	11.97	11.98	32300		
3-25	11.68 (0030)	11.43 (2330)	11.56	11.57	30400		
3-26	11.43 (0030)	11.34 (2400)	11.38	11.39	29600		
3-27	11.66 (2400)	11.35 (0030)	11.43	11.43	29800		
3-28	14.99 (2400)	11.68 (0030)	13.12	13.16	38400		
3-29	16.84 (2400)	15.05 (0030)	15.87	15.89	53900		
3-30	19.36 (2400)	16.90 (0030)	18.19	18.21	68900		
3-31	19.68 (2400)	19.40 (0030)	19.42	19.43	78900		
MONTH					50635		
4-01 *	19.97 (1300)	19.42 (0030)	19.87	19.88	80600		
4-02	19.76 (0030)	19.39 (2330)	19.52	19.53	78200		
4-03	19.41 (0600)	19.25 (2400)	19.35	19.36	77000		
4-04	19.24	19.10	19.20	19.21	77200		

PORTABLE

STAGE, IN HUNDREDTHS OF FEET, AT INDICATED HOURS PARM 00065, STATISTIC 000

	1	2	3	4	5	6	7	8	9	10	11	12
PM	1466	1470	1471	1471	1471	1470	1468	1467	1466	1465	1464	146
AM	1459	1457	1455	1452	1450	1449	1449	1451	1453	1457	1461	146
PM	1474	1483	1492	1503	1513	1524	1535	1544	1558	1569	1582	159
AM	1611	1628	1646	1664	1682	1700	1717	1733	1747	1761	1776	179
PM	1802	1814	1827	1839	1851	1862	1874	1884	1894	1902	1911	191
AM	1926	1932	1938	1943	1946	1950	1952	1955	1958	1960	1962	196
PM	1966	1966	1968	1970	1971	1972	1972	1972	1971	1971	1970	197
AM	1969	1967	1965	1963	1962	1960	1958	1957	1955	1955	1955	195
PM	1953	1952	1950	1948	1946	1944	1940	1937	1933	1928	1923	191
AM	1912	1907	1901	1895	1889	1884	1877	1871	1867	1860	1854	184
PM	1846	1839	1831	1827	1822	1817	1811	1804	1799	1793	1788	178
AM	1776	1771	1766	1760	1754	1748	1742	1736	1730	1724	1717	171
PM	1704	1696	1688	1679	1671	1662	1653	1645	1636	1628	1619	161
AM	1603	1594	1586	1578	1571	1564	1557	1549	1544	1537	1531	152
PM	1520	1513	1507	1499	1491	1482	1473	1464	1455	1447	1439	143
AM	1427	1422	1418	1414	1411	1409	1407	1405	1402	1400	1399	139
PM	1394	1391	1389	1385	1382	1379	1375	1372	1369	1365	1361	135
AM	1353	1351	1347	1345	1343	1340	1337	1335	1333	1330	1328	132
PM	1323	1321	1319	1317	1315	1312	1310	1309	1307	1306	1304	130
AM	1300	1298	1295	1292	1289	1287	1285	1282	1280	1277	1276	127
PM	1272	1269	1265	1261	1257	1253	1249	1245	1242	1239	1236	123
AM	1231	1227	1224	1221	1219	1216	1213	1210	1207	1204	1200	119
PM	1192	1189	1185	1182	1179	1177	1175	1173	1171	1170	1169	116
AM	1168	1168	1168	1167	1167	1167	1166	1166	1165	1162	1160	115
PM	1155	1153	1151	1150	1149	1148	1147	1146	1145	1144	1144	114
AM	1143	1143	1143	1143	1143	1143	1142	1142	1141	1140	1139	113
PM	1137	1136	1136	1136	1135	1134	1134	1134	1135	1135	1136	113
AM	1136	1136	1137	1138	1137	1137	1138	1139	1138	1139	1139	113
PM	1140	1140	1142	1144	1146	1147	1149	1152	1154	1157	1161	116
AM	1171	1179	1187	1194	1203	1213	1227	1242	1257	1273	1288	130
PM	1318	1335	1352	1369	1386	1404	1423	1441	1458	1473	1487	149
AM	1511	1521	1530	1538	1545	1552	1558	1562	1567	1573	1577	158
PM	1589	1597	1604	1611	1618	1625	1634	1643	1651	1661	1672	168
AM	1696	1708	1719	1731	1742	1754	1767	1778	1788	1800	1812	182
PM	1834	1846	1857	1867	1877	1886	1895	1904	1912	1920	1928	193
AM	1944	1951	1956	1960	1963	1964	1965	1966	1966	1967	1967	196
PM	1967	1967	1967	1966	1966	1965	1965	1965	1966	1965	1964	196
AM	1949	1972	1974	1980	1984	1987	1991	1994	1995	1995	1994	199
PM	1997	1997	1998	1996	1993	1992	1991	1988	1986	1983	1980	197
AM	1975	1972	1969	1965	1963	1960	1957	1954	1954	1952	1951	195
PM	1949	1949	1948	1947	1946	1945	1944	1942	1941	1941	1940	193
AM	1939	1938	1938	1941	1941	1941	1940	1941	1941	1941	1940	193
PM	1937	1936	1936	1935	1933	1931	1929	1928	1927	1925	1925	192
AM	1924	1924	1922	1921	1920	1917	1914	1904	1904	1900	1896	189

UNPUBLISHED RECORDS SUBJECT TO REVISION

U.S. DEPARTMENT OF INTERIOR - GEOLOGICAL SURVEY - WATER RESOURCES DIVISION — DIST 41
PRIMARY COMPUTATION OF GAGE HEIGHTS AND DISCHARGE
DATA PROCESSED 05-04-74

14191000
WILLAMETTE RIVER AT SALEM,OREG. USF PT 14

PROVISIONAL DATA FOR WATER YEAR ENDING SEPT. 30, 1974 TEST DIFF 0.2 PUNCH INT 30 MIN STORE PARM 00060, STATISTIC 00007
PARM 00065, STATISTIC 00003

DATE	MAX GH (TIME)	MIN GH (TIME)	MEAN GH	EQUIV GH	MEAN DISCH	SHIFT AT ADJ HR	DATUM AT CORR HR		STAGE, IN HUNDREDTHS OF FEET, AT INDICATED HOURS 1	2	3	4	5	6	7	8	9	10	11	12
	(0030)	(2400)																		
✓ 4-05	18.06	17.76	17.70	17.71	65400			PM	1883	1875	1869	1863	1857	1850	1843	1836	1830	1823	1816	1810
	(0030)	(2400)						AM	1804	1798	1791	1786	1782	1779	1778	1777	1776	1773	1773	1773
								PM	1772	1770	1767	1765	1761	1758	1755	1752	1750	1746	1741	1736
4-06	17.32	16.19	16.78	16.79	59600			AM	1729	1723	1716	1710	1704	1700	1696	1692	1689	1685	1683	1680
	(0030)	(2400)						PM	1678	1675	1671	1668	1662	1656	1651	1645	1639	1633	1625	1618
4-07	16.14	14.82	15.49	15.50	51500			AM	1612	1604	1597	1590	1585	1581	1576	1571	1567	1562	1556	1551
	(0030)	(2400)						PM	1546	1542	1537	1530	1524	1518	1511	1504	1498	1492	1486	1482
4-08	14.79	13.87	14.28	14.29	46500			AM	1476	1471	1465	1461	1456	1451	1446	1442	1438	1433	1429	1426
	(0030)	(2400)						PM	1421	1417	1414	1411	1408	1406	1400	1398	1395	1391	1389	1387
✓ 4-09	13.86	13.65	13.77	13.77	41700			AM	1386	1383	1382	1380	1379	1378	1379	1379	1379	1379	1380	1379
	(0030)	(2400)						PM	1380	1380	1379	1379	1377	1375	1373	1370	1368	1367	1367	1365
✓ 4-10	13.70	13.14	13.55	13.54	40600			AM	1365	1365	1365	1365	1366	1367	1368	1369	1369	1370	1370	1369
	(0930)	(2400)						PM	1367	1365	1362	1356	1351	1345	1339	1334	1328	1323	1318	1314
4-11	13.12	12.68	12.90	12.91	36500			AM	1311	1305	1300	1296	1291	1287	1283	1281	1278	1275	1273	1271
	(0030)	(1600)						PM	1271	1270	1269	1268	1268	1269	1270	1272	1274	1277	1281	1286
✓ 4-12	13.71	12.88	13.36	13.37	39500			AM	1290	1295	1301	1308	1315	1321	1327	1333	1337	1340	1342	1344
	(2400)	(0030)						PM	1345	1348	1348	1349	1351	1353	1355	1358	1361	1364	1367	1371
4-13	13.82	13.54	13.69	13.69	41300			AM	1374	1377	1380	1381	1382	1381	1379	1378	1376	1374	1372	1370
	(0500)	(2400)						PM	1368	1365	1365	1363	1362	1362	1360	1360	1359	1359	1356	1354
4-14	13.53	12.48	13.06	13.07	37900			AM	1352	1350	1348	1345	1342	1340	1336	1332	1327	1321	1315	1309
	(0030)	(2400)						PM	1302	1297	1291	1285	1280	1275	1270	1266	1261	1258	1254	1248
4-15	12.47	11.69	12.06	12.06	32700			AM	1244	1240	1236	1232	1229	1225	1222	1219	1215	1212	1208	1205
	(0030)	(2400)						PM	1201	1199	1195	1191	1188	1185	1182	1179	1176	1173	1171	1169
4-16	11.68	11.55	11.62	11.62	30700P			AM	1167	1166	1165	1164	1163	1161	1159	1158	1156			
	(0030)	(0930)						PM												
PERIOD	19.97	9.43																		

NOTE. SYMBOLS USED ABOVE HAVE THE FOLLOWING MEANINGS
A - SUCCESSIVE ADJUSTED PUNCH READINGS DIFFER BY MORE THAN THE SPECIFIED ALLOWABLE TEST DIFFERENCE
P - DAILY SUMMARY IS FOR AN INCOMPLETE DAY
R - ONE OR MORE INPUT VALUE IS OUTSIDE THE RANGE OF THE RATING IN USE
W - SHIFT IS A VALUE WEIGHTED BY DISCHARGE WHERE SHIFT VARYS WITH STAGE DURING THE DAY

7866 Woodburn Int.-Hayesville Int. Sec. 1973
of Pac. Hwy. betw. Woodburn & Salem
(Grad., pav., struct., sign., illum.) #4

RR-767 - 3/18/74
RR-758 - 9/24/74

SEE CON'D

I-5 E. Sp.

Hubbard-Hayes W. Sp.

7866

9-20-7

E-419—1051—3-68

OREGON STATE HIGHWAY DEPARTMENT

Legal and Right of Way Division

INTER-OFFICE COMMUNICATION

To File

From J B Boyd

File No. 4 1461

Date 9/30/74

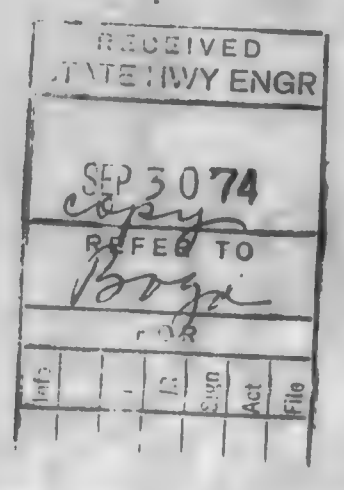
Subject Fencing Chymaya Indian School

It appears that fencing must be limited - to exhibit A until Environmental Impact on I 305 is complete - Type of fencing other than livestock tight is only type in agreement. Consideration to higher type fence in final location should be considered.

cc Fridrichsen

Henry

Klabo ? & Mockrin ? any memory of Commitment on fence



10-4

No!

FBK

7866

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 25, 1974

TO C. W. Head
John Bond
V. Gallagher
Charles Barrett

FROM V. E. Skoog, Controller
by _____
R. J. Hacek
Accounting Systems Officer

SUBJECT Gordon H. Ball Inc.
Contract No. 7866

Treasurer's Receipt #1360 (TCD-208373 - $65,000) has been deposited in lieu of retainage on Contract 7866.

A copy of the letter and the Treasurer's Receipt will be deposited (in the Contract File) in the Commission Services Office.

CRP:njc

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

RECEIVED
SEP 23 1974
Contract Acctg.

SAFEKEEPING RECEIPT

№ 1360

Received for Account of Gordon H. Ball Inc.
P.O. Box 897
Address Renton, Washington 98055

Date Sept. 18, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit First National Bank Salem, Oregon Dated Sept. 13, 1974 Wells Fargo Bank as escrow agent UTC 0-714 30 days revolving	208373	1	65,000				65,000.00
							65,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7866

Authority ORS 279.375

Countersigned by [signature] Deputy Cashier

Recorded ON

[signature] State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

September 18, 1974

Gordon H. Ball Inc.
P. O. Box 897
Renton, Washington 98055

Gentlemen:

Enclosed please find Oregon State Treasury safekeeping receipt number 1360, dated September 18, 1974, in the amount of $65,000.00 covering T.C.D. number 208373, drawn on the First National Bank of Oregon, Salem Branch, Salem, Oregon.

We have credited your State Highway contract number 7866.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crosby, Cashier

MC: kf
Encl.

cc: Oregon State Highway Commission, attn: Dick Hacak
cc: First National Bank of Oregon, Salem, Oregon, attn: Douglas MacGregor

RECEIVED
SEP 23 1974
Contract Acctg.

7866

Row 16-4 c

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 24, 1974

Mr. Thomas Kornelis
Chief, Branch of Lands
Bonneville Power Administration
P. O. Box 3621
Portland, OR 97208

Santiam-Chemawa Transmission
Line Relocation
Chemawa Indian School
R/W File 41461
Woodburn-Haysville Section
Pacific Highway
Marion County
Your File EL-12

Dear Mr. Kornelis:

Here is a copy of a letter from Mr. Francis E. Briscoe, Area Director, Bureau of Indian Affairs which confirms their selection of Alternate No. 1 for the Santiam-Chemawa Transmission Line relocation to accommodate the Indian School expansion.

Please proceed with the preparation of an estimate and plan for relocation Alternate No. 1 and the preparation of a revised Trust Agreement. Please advise me when the plan has been completed so that a meeting may be set up with Mr. Hiserote for his final approval.

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:jrk
Enc.

cc: Mr. Al Hiserote

bc: J. B. Boyd
Rod Henry w/att.
R/W File 41461 w/att.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

IN REPLY REFER TO:
Plant Management

United States Department of the Interior

BUREAU OF INDIAN AFFAIRS
PORTLAND AREA OFFICE
POST OFFICE BOX 3785
PORTLAND, OREGON 97208

SEP 19 1974

Jack M. Cartwright
Utility Office Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Sir:

Confirming the recent telephone conversation with Mr. Hiserote of this office, we have decided that the Bonneville Power Administration power transmission line relocation at the Chemawa School should be as described under Alternate No. 1 on the attached memorandum.

The main road access to the new school will connect to the county road approximately 100 feet east of the proposed new angle tower on the new right-of-way and will cross under the line approximately 180 feet southeast of this structure. We would appreciate any information you can provide us as to actual clearance to anticipate and any problem this might impose on the right-of-way.

If we can be of any further assistance in this matter, please let us know.

Sincerely yours,

Francis E Briscoe

Francis E. Briscoe
Area Director

Enclosure

United States Department of the Interior

BONNEVILLE POWER ADMINISTRATION
P.O. Box 3621, PORTLAND, OREGON 97208

JUL 31 1974

In reply refer to: EBP-EL

Memorandum

To: Allan A. Hiserote, Division of Administration
Bureau of Indian Affairs, Portland Area Office

From: Thomas Kornelis, Chief, Branch of Land

Subject: Relocation of Santiam-Chemawa 230-kV Single Circuit Transmission Line

Alternate 1: The relocation of this transmission line begins just east of Tower No. 116 and terminates just north of Tower No. 119. The existing portion of right-of-way involves 13.6 acres and five steel towers. The proposed relocation will leave the present right-of-way at midpoint between Tower No. 116 and Tower No. 117. Then traverses northwesterly at a distance of 1800 feet, then angles westerly along a country road for a distance of 925 feet where the new route intersects with the right-of-way. The proposed route will encompass an area totaling 10.1 acres, a difference of 3.5 acres. The proposal will affect 4.5 acres of productive land whereas formerly it affected 7.3 acres, a savings of 2.8 acres. There will be the same number of towers as before. There will be greater utilization of non-productive land for the new right-of-way; consequently, there will be less physical impact. Visual impact will be the same as previously but the advantages will be less total acres impacted, as well as less acres of cropland impacted.

Alternate 2: This proposal commences at Tower No. 116 and progresses northwesterly for a distance of 1900 feet, then L's abruptly and proceeds westerly along a county road and field boundary for a distance of 1200 feet until it intersects the existing right-of-way at about midpoint between Tower No. 119 and Tower No. 120. This right-of-way has the same width as proposal number one. There are 9.0 acres within the right-of-way, of which 5.4 acres are productive land and 3.6 acres are non-productive. There will be five towers, the same as Alternate 1 route. Also, there will be less total acres impacted as well as less cropland acres impacted. There will be slightly more cropland acreage affected than with Alternate 1.

Thomas Kornelis

#7866

DEPARTMENT OF TRANSPORTATION

J. B. Boyd
Right of Way Engineer

September 24, 1974

C. W. Head
Commission Services

File 43417

RAILROAD COMPANIES
FILE No. 758

Attached are two fully executed copies of an easement with Oregon Electric Railway Company for crossing their right of way on Chemawa Road in connection with the Woodburn Interchange-Hayesville Interchange Section of the Pacific Highway in Marion County.

We have retained a Xerox copy of this easement until an original, signed copy can be returned for the Transportation Commission's files.

FKN:ser
Attn.

7866

September 16, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request
Quinaby and Perkins Road Unit
Woodburn-Hayesville Section
Contract No. 7866

The subject contract stipulated that neither Quinaby Road nor Perkins Road, among others, could be closed to traffic for more than 300 calendar days. Liquidated damages in the amount of $100 per day are to be assessed for closure in excess of the allotted time. Quinaby Road was closed August 30, 1973, and the 300 calendar days elapsed August 5, 1974 after allowing for stop work and labor dispute time not counted. It was reopened August 30, with 24 days of liquidated damages accrued at $100 per day. Perkins Road was closed October 16, 1973, and time will expire September 25, 1974. It is expected to be reopened by about that time.

The contractor, Gordon H. Ball, Inc., has requested a 27-day extension of time for each road closure. Impact from two labor disputes and abnormal weather are claimed by the contractor as the reasons for his inability to open the roads to traffic within the allotted time.

The labor disputes that occurred during the summer of 1973 delayed the start of the Quinaby Road Undercrossing work. The first schedule submitted by the contractor showed this work beginning in late June but, due to the labor disputes, the contractor lost over two months of prime construction weather. Although day charges did not commence until the bridge was closed on August 30, 1973, the delay caused the substructure work to be performed during worse weather conditions. If days in

which the work was performed are considered only 2/3 as productive as the summer weather lost, the contractor could be allowed an additional month to complete the work. This would provide for three months of poorer weather to offset the loss of two months of good weather.

The labor disputes which occurred during the summer of 1973 caused no apparent delay to the Perkins Road Undercrossing work. The work actually started October 16, 1973 ahead of the original schedule which apparently contemplated winter work.

We seek your concurrence only in a 25-day extension of time to open Quinaby Road to traffic.

JAB:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher

#7866 8-9-74

U.S DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-5-5(38)260

STATE PROJECT NO.: WOODBURN INTERCHANGE - HAYESVILLE INTERCHANGE

FROM: G. L. GREEN, DIVISION ENGINEER, SALEM, OREGON

PROGRAM NO.:

ITEM NO.: I-520

COUNTY NAME: MARION

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: AUGUST 9, 1974

FEDERAL ROUTE NUMBER: INTERSTATE ROUTE 5

STATE ROUTE NUMBER: PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF ONE PARCEL, FILE NUMBER 48284 - SEIBEL, AS REQUESTED IN MR. RULIEN'S AUGUST 2, 1974 LETTER. FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [ ] OTHER (Specify)

FILE NUMBER 48284-SEIBEL
- [X] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
- [ ] OF BIDS

- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

ORIGINAL TO
Rulien
Copy - Boyd
8-12-74

RECEIVED
STATE HWY ENGR
AUG 12 74
REFER TO
FOR
Init. Insp. Proj. Dir. Secr. Stat. File

RECEIVED
AUG 13 1974

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-9-74	E. Pickerell for	DIVISION ENGINEER

FORM PR-1240 (REV. 8-72) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

#7866

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 9, 1974

In reply refer to: 1041EC.3

SUBJECT: ~~Oregon Project I-5-5(36)260~~
Easement Indenture
Chemawa X'ing of Oregon Elec. RR

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The proposed agreement with the Burlington Northern, Inc., submitted with Mr. Chidsey's July 15 letter is approved as to form.

G. L. Green
for G. L. Green

RECEIVED
STATE HWY ENGR
AUG 12 '74
REFER TO Chidsey
FOR
Info | Invest | Bud | Dir | Sign | Act | File

cy 8-13-74

NOTED
A. E. JOHNSON

RECEIVED
AUG 13 1974
Office of
Assistant State Highway Engineer

624-1089

#7866

OREGON STATE HIGHWAY DIVISION

REGION 2

NOTED
A. E. JOHNSON

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

610-5

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

August 8, 1974

Mr. R. F. Gerlach
329 Willow Avenue
Woodburn, Oregon 97071

Dear Mr. Gerlach:

NOTED
E. S. HUNTER

Subject: Provision for Bicycles
Woodburn Interchange Structure
Woodburn-Hayesville Section
Pacific Interstate Highway

Thank you for your August 2, 1974, letter inquiring if provisions have been made for bicycles through the Woodburn Interchange.

On the northerly side of the Hillsboro-Silverton Highway provision has been made for bicycles between the interchange ramps. This bikeway will not be available until the current construction is completed. But it will include the new structure and a short distance each direction.

Beyond the interchange ramps, somewhat the same condition as existed previous to the current construction will exist after the current construction is completed.

What is being done will be a material improvement over what existed previously. We trust you will agree and hope you will pass the word to your friends and neighbors.

Yours very truly,

ORIGINAL SIGNED BY GERALD W. WIMER

Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

GWW:elk
cc: A. E. Johnson
Floyd Lacey
Ed Hall

RECEIVED
AUG 13 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
AUG 12 '74
REFER TO
FOR
Info | Invest | R/D | D/R | Con | Art | File

Woodburn, Oregon, Aug. 2, 1974.

Supt. of the Highway Comm.,

Salem, Oregon,

NOTED
A. E. JOHNSON

Dear Sir:-

I live in Woodburn West, west of the Free way where you have a big job widening the roads, building a new bridge accross the freeway etc. I would like to know if there is in your plans a lane for bicycles and tricycles. There are many elderly living in this subdivision and I think you should be looking to the future. All of us here trade in the Fairway Plaza and do a lot of business in old Woodburn. It would be wonderful if we could use our bicycles and tricycles to get accross the freeway. Would you honor me with a reply. Thank you.

Sincerely yours,

R. F. Gerlach

1329 Willow Ave., Woodburn, Oregon. 97071

7866

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 31, 1974

TO F. E. Terpin, Final Design Engineer

FROM W. W. Reed, Senior Designer

2 Verstoeg ✓
Dixon
1 Terpin ✓
Scott
3 Overman
R. Olson
Trost

RECEIVED
JUL 31 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

SUBJECT ~~Woodburn Interchange~~-Hayesville Interchange
~~Pacific Highway (I-5)~~
Marion County

As requested an inquiry has been completed on the structural distress being experienced by the 60" diameter aluminum pipe installed on the west side of the Woodburn Interchange of the subject project.

The installation called for by the plans was a 54" diameter aluminum pipe with plate thickness of .105". The anticipated fill height cover was 8 feet.

Due to right of way considerations involving a condemnation near the installation the pipe diameter was increased during construction to 60". A pipe of this diameter was supplied with plate thickness of .135". Allowable maximum design cover heights for this structure are 17' (FHWA) and 15' (Kaiser) with minimum covers of 12" (FHWA) and 15" (Kaiser). These figures are predicated on a soil coefficient of k = 0.44 (85% Proctor Density) in backfill compaction which is conservative. More recent design criteria used by the FHWA employs a coefficient of k= 0.22 (95% Proctor Density).

It is my understanding the following conditions and events surrounded the pipe installation.

Excavation at the site revealed a soft or unstable foundation condition existed so subexcavation and granular backfill for the installation was ordered. The granular backfill material was river-run gravel being primarily 2"-0 and running heavily to fines. This material was used for the entire backfill operation to approximately 2 feet over the pipe. General excavated material from the grading operation was then used to raise the embankment to about 3-1/2 feet over the pipe at which point general traffic was permitted to cross the installation.

It is further understood that the pipe had deflected about 2" below round at the conclusion of the special granular backfilling. While it is not clear at what cover height construction equipment began crossing the structure, localized deformations (or "pops") in the crown area strongly indicate there was inadequate cover. These "pops" ranged in depth from 3" to 5" in addition to the earlier deflection. Additional evidence of an even more conclusive nature of the inadequacy of protection is that one section of the pipe required removal and replacement where an equipment wheel broke through.

Remedial measures are being taken in an effort to salvage the installation. The localized "pops" were largely restored while the pipe was unloaded during replacement of the destroyed section. Load relieving struts and braces were placed before backfilling and continued grading operations. Monitoring of the restored structure will continue to full loading before acceptance or rejection is determined.

In summation the following evaluation appears applicable:

1. The base culvert material (aluminum) of standard plate thickness (.135") for the design pipe diameter (60") was well within the recommended and allowable design load limits.

2. The bedding conditions (Class B) and backfill materials (select granular 2"-0) were fully adequate and appropriate to the existing site conditions.

3. Placement and compaction of the granular backfill was in accordance with and exceeded standard requirements.

4. The initial approximate 2" deflection may be reflective of stabilizing consolidation of the adjacent trench walls during backfilling and compaction above the pipe's neutral axis.

5. Strong evidence indicates the installation had insufficient cover to support heavy construction loading.

Recommendations to forestall future incidents of this nature.

1. Aluminum should continue to be designated as an acceptable alternate pipe material without change in current design criteria or policy.

2. Intensify inspection and supervision of installation, backfilling and loading procedures during construction.

WWR:jh

7866

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE July 22, 1974

TO C. W. Head
John Bond
V. Gallagher
Charles Barrett

FROM V. E. Skoog, Controller
By: R. J. Hacek, Accounting Systems Off.

SUBJECT Gordon H. Ball, Inc.
Contract 7866

Attached is a letter and Treasurer's Receipt #1298 (Bonds 13/16 in the amount of $20,000.00) advising us of the deposit to be used in lieu of retainage on contract 7866.

A copy of the letter and Treasurer's Receipt will be filed (in the Commission Services Office.

CRP:pl

NOTED
C. W. HEAD

7866

E24-1089

OREGON STATE HIGHWAY DIVISION

Salem, Oregon
July 18, 1974

RECEIVED
JUL 19 1974
(F&E)

Gordon H. Ball, Inc.
P.O. Box 513
Salem, Ore 97308

Woodburn Int.-Hayesville
Inter. Section
Pacific Highway - Marion County
Contract No. 7866
Emergency Work During Labor Dispute.

Attn: W. D. Hoodenpyle
Project Engineer

This will confirm my verbal instructions to your regarding emergency work during the present labor dispute. Your bridge subcontractor, Donald M. Drake, is removing the existing bridge over the Southern Pacific Railroad on the Southbound lanes. A section of this structure is now partially demolished. with the beams loosened, and the deck broken into various size pieces. You were instructed to continue working untill all the loosened material is removed from the span over the railroad and the structure is left in a safe condition and satisfactory to Southern Pacific Railroad Inspectors.

This emergency work during the labor dispute was discussed with Mr. Morris, Assistant Business Representative, Iron Worker's #29 yesterday in a telephone conversation and he assured us that they also want the structure left in a safe condition and that the necessary work to leave the structure in a safe condition would be agreeable with the Union.

Please understand that this special permission does not include any work beyond what is absolutely necessary to leave the structure in a safe condition

E. J. Hall
Project Engineer

cc: C. O. Fredrickson
Mr. Morris/Iron Worker's Local #29

RECEIVED
JUL 23 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

cc H.H. Coulter
C.T. Keeney

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1298

Received for Account of Gordon H. Ball Inc.

Date July 18, 1974

Address Box 897
Renton, Washington 98055

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
State of Oregon, County of Clackamas School Dist. No. 53 Building Bonds 8% Dated July 1, 1974 Due 7-1-75	13/16	4	5,000				20,000.00
							20,000.00

RECEIVED
JUL 19 1974
Contract Accts.

Purpose of Deposit In lieu of deposit on State Highway Contract No. 7866 retainage

Authority ORS 279.575

Countersigned by _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

July 18, 1974

Gordon H. Ball Inc.
Post Office Box 897
Renton, Washington 98055

Gentlemen:

Enclosed please find Oregon State Treasury safekeeping receipt number 1298, dated July 18, 1974, in the amount of $20,000.00 covering County of Clackamas School District, number 53, Building Bonds due July 1, 1975, numbers 13/16.

We have credited your State Highway contract number 7866.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek
cc: Donald M. Drake, 1740 N.W. Flanders St. Portland, Oregon

RECEIVED
JUL 19 1974
Contract Acctg.

COPY

7866

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE July 17, 1974

TO /C. W. Head/ V. Gallagher
John Bond Charles Barrett

FROM V. E. Skoog, Controller
By: R. J. Hacek, Accounting Systems Off.

SUBJECT Gordon H. Ball, Inc.
Contract 7866

Attached are copies of letters and a Treasurer's Receipt #1293 (TCD 208247 in the amount of $25,000.00) advising us of the deposit by Gordon H. Ball, Inc. in lieu of retainage on contract 7866.

The letters and a copy of the Treasurer's Receipt will be filed (in the contract file) in the Commission Services Office.

CRP:pl

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1293

Received for Account of Gordon H. Ball Inc.
PO Box 897
Renton, Washington 98055

Address

Date July 16, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit First National Bank of Oregon, Salem, Oregon. Dated July 12, 1974 Wells Fargo Bank as escrow agent UTC #G-714 30 days after date and each successive 30 day period, thereafter	208247	1	25,000				25,000.00
							25,000.00

RECEIVED
JUL 18 1974
Contract Acctg.

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7866

Authority ORS 279.575

Countersigned by

Deputy Cashier

SPECIAL INSTRUCTIONS

State Treasurer

FIRST NATIONAL BANK OF OREGON

HEAD OFFICE, PORTLAND, OREGON . CABLE "MULTNOMAH"

July 12, 1974

COPY

Mr. Merle Crewe, Cashier
State of Oregon
Treasury Department
Salem, Oregon 97310

Dear Merle:

Enclosed is our Time Certificate of Deposit No. 208247 in the amount of $25,000.

This certificate has been issued in behalf of Gordon H. Ball, Inc., a Dillingham subsidiary, and should be used in lieu of retainage for their contract No. 7866, escrow No. G-714.

Please notify Dick Hacek of the Oregon State Highway Department, telephone 378-6578, of its receipt by you.

Sincerely,

Douglas McGregor
Vice President & Manager

DM:bn

Enclosure

cc: Dick Hacek, Oregon State Highway Department
LaVern Schamberg, Gordon H. Ball, Inc.
Ron Kallis, Vice President, National Accounts

RECEIVED
JUL 15 19..
FISCAL OFFICER

RECEIVED
JUL 16 1974
Contract Accts.

RECEIVED
JUL 18 1974
Contract Accts.

CORRES-57 2-1-64

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

July 17, 1974

Gordon H. Ball Inc.
P. O. Box 897
Renton, Washington 98055

Gentlemen:

Enclosed please find Oregon State Treasury safekeeping receipt number 1293, dated July 16, 1974, in the amount of $25,000.00 covering Time Certificate of Deposit, number 208247, which we have received from the First National Bank of Oregon, Salem Branch, Salem, Oregon.

We have credited your State Highway contract number 7866.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacak
cc: First National Bank of Oregon, Salem, Oregon, attn: Douglas McGregor

RECEIVED
JUL 18 1974
Contract Accts.

COPY

#7866

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-5(36)260
Woodburn-Hayesville Section
Payrolls - M. A. Segale, Inc.

DATE: July 16, 1974

In reply refer to: 10-41-B

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

By July 15, 1974 letter Mr. John Scofield requested comments on back payroll requirements on subject project.

Contract provisions governing labor compliance matters clearly indicate payroll reporting procedures. In this case, copies of the actual payroll covering the employees employed on the project during the period in question should be submitted with appropriate certification.

for G. K. Hoerner
G. L. Green

NOTED
H.S. COULTER

RECEIVED
JUL 18 1974
Office of Assistant State Highway Engineer

7-18-74
Kinsey
JAA

RECEIVED
STATE HWY ENGR
JUL 17 '74
REFER TO
Coulter
FOR Cy to Johnson
Adm | Asst | R/D | Civ | F.S. | T | File

7866

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE July 10, 1974

TO C. W. Head
John Bond
V. Gallagher
Charles Barrett

FROM V. E. Skoog, Fiscal Officer, OREDOT
By: R. J. Hacek, Accounting Systems Officer

SUBJECT Gordon H. Ball, Inc.
Contract 7866

Treasurer's Receipt #1273 (Bonds 123/125) in the amount of $15,000.00 have been issued in lieu of retainage on contract 7866.

A copy of the Treasurer's Receipt and letter will be filed (in the contract file) in the Commission Services Office.

CRP:pl

NOTED
C. W. HEAD

RECEIVED
JUL 10 1974
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1273

Received for Account of Gordon H. Ball Inc.
P.O. Box 897
Renton, Washington 98055

Address

Date July 8, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
State of Oregon, Counties of Multnomah and Clackamas Union High School Dist. No U2-20 Jt. Bonds Dated Sept. 1, 1967 Due Jan. 1, 1975 4½%	123/125	3	5,000				15,000.00
							15,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7866

Authority ORS 279.575

Countersigned by _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

July 9, 1974

Gordon H. Ball, Inc.
Post Office Box 897
Renton, Washington 98055

Gentlemen:

Enclosed please find Oregon State Treasury safekeeping receipt number 1273, dated July 8, 1974, in the amount of $15,000.00 covering Multnomah-Clackamas School District Bonds numbers 123/125 3 @ $5,000.00 each, which we received from Donald M. Drake Company for credit to your State Highway contract number 7866.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, Attn: Rick Hacek
cc: Donald M. Drake, Portland, Oregon

RECEIVED
JUL 10 1974
Contract Acctg.

COPY

7864

Salem, Oregon

July 10, 1974

Gerald Wimer, Region II Construction Engineer

FET

Frank E. Terpin, Final Design Engineer

Woodburn-Hayesville Interchange
~~Pacific Highway~~
Marion County

✓ Verstegg	
A. Olson	RECEIVED
Terpin	
Scott	JUL 10 1974
Swanson	
R. Olson	ROAD DESIGN SECTION
Trout	

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

Enclosed are the tracings which have been prepared at your request for the bikeway/structure revisions to reduce or eliminate the sight distance problem.

No revisions have been shown for the Chemawa Road Undercrossing.

If you have any questions please call me.

FET:we
Enclosures
cc: Lyle K. Watson

7866

I-5

Salem, Oregon
July 8, 1974

Mr. J. B. Boyd
Right of Way Engineer
BUILDING

48284 - Melvin C and
Lois Seibel
Woodburn Interchange-
Hayesville Interchange Section
Pacific Highway
Marion County

Attention: Mr. Oakes

Attached is a description, an authorization and Right of Way prints covering a drainage easement for the subject contract project, together with the material sent to you by the Construction Engineer.

Versteeg
A. Olson
Turpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUL 9 - 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

J. H. Versteeg
Road Design Engineer

By

Floyd O. Scott
Rightof Way Description Engineer

FOS:rh

Attachments

7866

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 3, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. E. A. Hall
Resident Engineer
2111 N.E. Front Street
Salem, Oregon 97310

Re: Contractors Activities
Woodburn Intchg.-Hayesville
Intchg. Section
Pacific Highway (I-5)
Marion County
Contract # 7866

On July 1, 1974, I wrote a letter to Mr. C. T. Keasey with a copy to you, regarding complaints made by Mr. Ernie Kendrew of Southern Pacific about the contractors activities on the Woodburn Intchg.-Hayesville Intchg. Section of the Pacific Highway. In talking with Jess Jones, Utility Auditor in the Finance Section, he advised me that these incidents are similar to events which have happened in the past, ultimately causing the contractor a large amount of expense.

On the La Grande By-pass Section of the Old Oregon Trail Highway, the State had agreed to pay the first $30,000 protective cost with the balance to be borne by the contractor. Due to the contractors use of haul roads without adequate notice to the railroad, it was necessary for the railroad to assign a permanent flagman to protect this crossing. The total railroad protective costs on this project amounted to $111,004.92 leaving $81,004.92 to be paid by the contractor. On the Lime Section of the Old Oregon Trail Highway, the contractors share of railroad protective cost amounted to approximately $60,000. The excessive cost of the Lime job was also the contractors failure to properly notify the railroad when he would be utilizing a haul road crossing and resulted in assigning a permanent flagman to the area.

I cite these figures so that perhaps you might advise the contractor as to the magnitude of this railroad protective cost which may be his responsibility. If the contractor will properly schedule his work and notify the Southern Pacific Transportation Company of his activities, and the times when he will be working on the railroad property, I feel certain that his railroad protective cost can be held within the amount which the State has agreed to pay. It is also to the State's benefit that the contractor properly utilize the railroad inspection which is required to avoid the possibility of more stringent requirements on construction projects involving Southern Pacific property being placed on both the State Highway Division and our contractors.

If there is anything further I can do to aid you in bringing this matter to the contractors attention, please do not hesitate calling on me.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

NOTED
H.S.COULTER

cc: H. S. Coulter
C. T. Keasey
J. L. Sollis
V. E. Skoog
J. B. Boyd
C. O. Fredrickson

RECEIVED
JUL 5 1974
Office of
Assistant State Highway Engineer

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

#7866

July 2, 1974

Mr. Thomas Kornelis
Chief, Branch of Land
Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97205

Re: Power Line Anchor Conflict
BPA Salem Aluminum Tap Line
Woodburn Intchg.-Hayesville
Intchg. Section
Pacific Highway
Marion County
Project No. I-5-5 (36) 260

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of May 31, 1974, have been approved by the State and the Federal Highway Administration. This will confirm our verbal authorization to proceed with the work as of May 13, 1974.

Reimbursement for the work performed on and subsequent to May 13, 1974, will be made subject to the provisions of PPM 30-4 upon receipt of your final billing. This bill must follow as closely as possible the order of items set forth in your estimate.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

NOTED
H.S. COULTER

RECEIVED
JUL 3 1974
Office of
Assistant State Highway Engineer

Jack M. Cartwright
Utility Office Engineer

JMC:kas

bc: G. L. Green
H. S. Coulter
R. N. Chase - w/att.
V. L. Gallagher - w/att.
V. E. Skoog - w/att. Att: Jess Jones
C. O. Fredrickson - w/att.
E. J. Hall - w/att.
F. T. Lacey - w/att.
J. W. Valentine - w/att.

NOTE TO J. W. VALENTINE: Please prepare and submit a State Force Order for this work. Return one copy of Est. & sketch with SFO

#7866 Coulter J

FORM F-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

NOTED H. S. COULTER RECEIVED JUL 1 1974 Office of Assistant State Highway Engineer

Salem, Oregon
July 1, 1974

To: C. T. Keasey
Construction Engineer
Salem

SUBJECT: Contractor's activities on Southern Pacific Railroad Company, Right of Way

I had conversation this morning with Mr. Ernie Kendrew of Southern Pacific Transportation Company, who is my contact with Southern Pacific, regarding the Highway Projects which affect Southern Pacific Transportation Company's operating facilities. He cited me three different instances on existing contracts where the contractor is requiring Southern Pacific to furnish an excessive amount of inspection due to the contractor on these projects not working in an expeditious manner to complete the work on the Southern Pacific Right of Way. The three projects in question are: S. E. Foster Rd.-S. E. Causey Avenue Section of the East Portland Freeway, Contract No. 7748; Woodburn Intchg.-Hayesville Intchg. Sections of the Pacific Highway, Contract No. 7866; South Tigard Intchg.-East Portland Freeway Section of the Pacific Highway, Contract No. 7937.

In all three of these projects, the contractor has worked intermitantly on the portions of the work which require a railroad inspector to be present. This type of operation by the contractor has required that the railroad have inspectors on the project at the times when no work on railroad property is being performed and in fact, an inspector is not needed. This has increased the railroad inspection costs, which in accordance with the contract, will be borne by the contractor, but nevertheless, have caused Southern Pacific inconvenience since their inspectors could be utilized in other projects requiring them to get extra inspection help.

Mr. Kendrew cited on the Chemawa Overcrossing of the Southern Pacific tracks an instance where Southern Pacific all this week had two inspectors on the job and the contractor anticipating the placement of beams over the railroad. Two inspectors have been necessary to coordinate communications, etc., during this beam placement operation. During this five day period the contractor has not done any of the work that he anticipates. The additional inspector which has been required to be on the project could be utilized by Southern Pacific more beneficially at another location. It will be still necessary for Southern Pacific to supply two inspectors next week through the period of time through the time the contractor is installing the beams.

Mr. Kendrew advises me that if our contractors continue this lack of coordination with Southern Pacific, insofar as inspection goes, that Southern Pacific may require us to include more stringent requirements in the specifications requiring the contractor to perhaps provide seven days written notice before railroad inspectors will be furnished or some other form of inconvenience to the contractor.

It would be appreciated if you could do what you can to have our contractors better coordinate their work with Southern Pacific so that the SPTC can plan the utilization of their engineer inspectors.

If there is any assistance I can give you in this matter or any further information you require, please contact me.

Yours truly,

J. E. Chidsey,
Railroad and Utility Engineer

JEC:kas

cc: H. S. Coulter
J. L. Sollis
V. E. Skoog
E. L. Hardt
C. O. Fredrickson
J. E. Holland
G. J. Hall
Maurice Payne

#7866

S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION — 6-26-74

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-5-5(36)260

STATE PROJECT NO. WOODBURN INTERCHANGE - HAYESVILLE INTERCHANGE

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. I-731

COUNTY NAME: MARION

PROGRAM STAGE (Check) [ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
JUN 27 '74
REFER TO
Schaefer
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	MAY 13, 1974	INTERSTATE ROUTE I-5	PACIFIC HIGHWAY ROUTE 1

Ind. | Eves | R/D | O/R | Secy | Asst. | Etc.
✓

GENERAL LOCATION:

R 1

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR THE BONNEVILLE POWER ADMINISTRATION'S POWER LINE ANCHOR EFFECTIVE MAY 13, 1974. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $2,400.00 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

RECEIVED
JUN 27 1974
Office of Assistant State Highway Engineer

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) UTILITY ADJUSTMENT
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
OUR PROGRAM MEMORANDUM DATED 11-27-72 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE.

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 6-29-73 AND PPM 30-4.1 DATED 11-29-72.

WE APPROVE THE AGREEMENT WITH THE BONNEVILLE POWER ADMINISTRATION CONSISTING OF YOUR MARCH 27, 1974 UTILITIES & RAILROAD ENGINEER'S LETTER, THE BONNEVILLE POWER ADMINISTRATION'S MAY 31, 1974 LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. CARTWRIGHT'S JUNE 10, 1974 LETTER.

THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-26-74	Edward W. Conley	for DIVISION ENGINEER

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Copy to Julian
6-27-74

7866

Salem, Oregon

June 24, 1974

C. O. Fredrickson
Regional Engineer
Attention: Gerald W. Wimer

E. S. Hunter
Assistant State Highway Engineer

Woodburn Interchange-Hayesville Section
Interstate 5

Mr. Wimer recently wrote a Memo to the Files which indicated that some persons involved in the Woodburn Interchange-Hayesville Section project now underway on Interstate 5 were not aware that the I-5 overcrossing structures of the future Interstate 305 connection to downtown Salem were to be constructed on the current project as called for by the plans and specifications.

This note is to clarify that issue and work is to proceed as prescribed.

ESH:js

cc: F. B. Klaboe
A. E. Johnson
H. S. Coulter
J. H. Verstoeg
W. J. Hart
C. T. Keasey

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 624-1089

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 19, 1974

ORIGINAL SIGNED BY GERALD WIMER

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Initial I-305 Construction
Woodburn Interchange
Hayesville Section
Pacific Interstate Highway

TO: Memo to the Files

NOTED
E. S. HUNTER

The I-5 structures for I-305 are included in the current Woodburn Interchange-Hayesville contract.

Numerous discussions have been held with the Construction Office and/or Design Section relative to these being eliminated from the contract. Lacking instructions to delete these structures, the contractor has been allowed to proceed in accordance with the contract on his own schedule.

The last conversations relative to this possible elimination was with Construction Bridge Engineer, Al Harwood. These conversations were just in advance of shifting traffic June 5, 1974, to by-pass the southbound structure site. Excavation for the southbound structure was commenced June 6.

The current Cement Mason and Laborers Strikes have not affected this excavation. It is proceeding. Pile driving proceeded on schedule June 12.

GWW/elk
cc: E. S. Hunter
H. S. Coulter
C. T. Keasey
B. J. Hall

RECEIVED
JUN 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7866

8

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE June 19, 1974

TO C. W. Head
John Bond
V. Gallagher
Charles Barrett

FROM V. E. Skoog, Fiscal Officer, OREDOT
By: R. J. Hacek, Accounting Systems Officer
e Palmer

SUBJECT Gordon H. Ball, Inc.
Contract 7866

Treasurer's Receipt #1262 (TCD 208186) in the amount of $25,000.00 has been deposited in lieu of retainage on contract 7866.

A copy of the letter and Treasurer's Receipt will be filed (in the contract file) in the Administrative Services Office.

CRP:pl

NOTED
FRAN NEAVOLL

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1262

Received for Account of Gordon H. Ball Co. Inc.
P. O. Box 397
Renton, Washington 98055

Date June 18, 1974

Address

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit First National Bank of Oregon, Salem, Oregon Dated June 17, 1974 30 day revolving - 30 days after date, and each successive 30 day period thereafter.	206186	1	25,000				$25,000.00
							$25,000.00

RECEIVED
JUN 18 1974
Contract Accts.

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7866

Authority ORS 279.575

Countersigned by Ralph Otis — Deputy Cashier

Frank A. Holden — State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

June 18, 1974

Gordon H. Ball Co. Inc.,
P. O. Box 897
Renton, Washington 98055

Gentlemen:

Please find enclosed Oregon State Treasury Safekeeping Receipt No. 1262 dated June 18, 1974, in the amount of $25,000.00 covering Time Certificate of Deposit No. 208186 issued by the First National Bank of Oregon, Salem, Oregon, dated June 17, 1974.

This Time Certificate of Deposit is in lieu of retainage on State Highway Contract No. 7866.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By
Ralph Antico, Investment Officer

RA:nt
Enc.

cc: Ore. State Highway Div., Attn: Mr. Palmer
cc: 1st National Bank of Oregon, Salem, Oregon, Attn: Mr. [illegible]

COPY

7866

FORM 81-734-3030

RECEIVED
JUN 18 1974
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 18, 1974

FILE:

FROM: C. T. Keasey
Construction Engineer

TO: C. O. Fredrickson
Regional Engineer
SALEM

Attention: Gerald Wimer

SUBJECT: Claims for Increased Cost
Reinforcing Steel & Post
Tensioning Materials
Woodburn Intch.-Hayesville Intch.
Pacific Highway I-5
Contract No. 7866

Reference is made to your letter of May 24, 1974, in which you transmitted claims for adjustment of bid prices from Tri-M Erectors for reinforcing steel and from Soulé Steel Company for post-tensioning materials for use in structures on the subject contract. These claims were presented through Donald M. Drake Company, subcontractor, and Gordon H. Ball, Inc., prime contractor.

The question of adjustment of contract prices was presented to the Attorney General for an opinion, a copy of which is attached for your information.

In this opinion (No. 7087, June 13, 1974) the Attorney General indicates that we do not have the authority to amend or cancel existing contracts entered into with individual contractors through the competitive bidding process to relieve a contractor from severe economic hardship caused by extreme cost escalations or difficulty in obtaining materials which were unforeseen when the bid was made and accepted.

The one exception to this is the adjustment authorized by Oregon Laws 1974, Chapter 32 for "any petroleum product required in the performance of a public contract".

Impossibility of performance could also be grounds for amending a contract.

Contracts between private parties may be modified, amended or cancelled at any time if both parties agree and if there is adequate consideration.

The State, however, is bound by competitive bidding laws and also by the public right to enforcement of any contract on terms no less favorable to the public than the original bargain.

Please advise your contractor, Gordon H. Ball, Inc., that, under present Oregon Laws and the specifications for this contract, no adjustment can be made for the escalated cost of materials as requested.

NOTED
H.S. COULTER

CTK:fr
cc: H. S. Coulter
Jack Sollis
Metro & Region Engrs. (with copy of A.G. opinion)

7866

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 5, 1974

13

FILE:

NOTED
H. S. COULTER

FROM: for C. T. Keasey
Construction Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Claims for Increased Costs of Reinforcing Steel and Post-Tensioning Materials
Woodburn Interch.-Hayesville Interch., Pacific Highway
Contract No. 7866

Attached hereto is further correspondence pertaining to a claim from Tri-M Erectors for an upward adjustment of the reinforcing steel price.

Previous correspondence pertaining to this matter was submitted to you under a letter dated May 15, 1974.

JTS:fr

Att.

cc: C. O. Fredrickson

6-13-74
C.T. Keasey

No opinion official gst. - However we have no legal authority to pay any increased costs other than those on "petroleum products" in the law passed by 1974 special session. -
Please so advise
Regin HSC

A.G.'s opinion states we can't adjust upward for increased prices other than those "petroleum products" caused by changes in law during special session. HSC

RECEIVED
JUN 6 1974
Office of
Assistant State Highway Engineer

FORM 61-734-3030

Routing

Kessey RECEIVED Scott

OREGON STATE HIGHWAY DIVISION

FILE: 624-1089

INTER-OFFICE CORRESPONDENCE Bond JUN 3 1974 Dye

Salem, Oregon Harwood

May 31, 1974 Johnsen CONSTRUCTION

Walker SECTION

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Reinforcing Steel Shortage
Tri-M Erectors Inc. Claim
Woodburn Interchange
Hayesville Section
Pacific Interstate Highway

TO: C. T. Keasey
CONSTRUCTION ENGINEER

Attached are the letters described in Resident Engineer, E. J. Hall's attached May 28, 1974, letter concerning the subject matter.

This is a follow-up of the data submitted to you May 14, 1974.

May we have further guidance.

GWW/elk
Attachs.
cc: E. J. Hall

624-1089

REGION 2 ENGINEER
RECEIVED
MAY 29 1974
RE | RGE | RME | RTE | ROE
ULE | GEO | TA | FILE

OREGON STATE HIGHWAY DIVISION

Salem, Oregon
May 28, 1974

Gordon H. Ball, Inc.
P.O. Box 513
Salem, Ore 97308

Woodburn Inter.-Hayesville
Inter. Section
Pacific Highway - Marion County
Contract No.7866
Reinforcing Steel Shortage

Attn: William Hoodenpyle
Project Engineer

Dear Bill,

This will acknowelege receipt of your letter of May 17, 1974 forwarding to my office the following letters and exhibits, all of which are concerning the reinforcing steel shortage.

Donald M. Drake Co.	May 15, 1974
Tri-M Erectors Inc.	May 13, 1974
Tri-M Erectors Inc.	May 7, 1974
Northwest Steel Rolling Mills-May 10, 1974	
Northwest Steel Rolling Mills-November 12, 1973	
Tri-M Erectors Inc.	Reinforcing Steel Requirement Exhibits #1, 2 and 3.

Copies of all of the above are being forwarded through channels.

Very Truly yours,

E. J. Hall
Resident Engineer

cc: C. O. Fredrickson

Routing
Keasey | Scofield
Bond | Glenn
Jackmond | Berg
Harwood
Johnsen
Walker

RECEIVED
JUN 4 1974
CONSTRUCTION SECTION

Gordon H. Ball, Inc.

May 17, 1974

Ed Hall, Resident Engineer
Oregon State Highway Division
2111 Front Street N.
Salem, Oregon 97303

Woodburn - Hayesville Interchanges
Oregon State Highway Contract 7866
Reinforcing Steel Shortage

Dear Ed:

Attached for your consideration and forwarding through channels are copies of letters from our Bridge Subcontractor Donald M. Drake Co., and their rebar subcontractor Tri-M Erectors, Inc., concerning the reinforcing steel shortage being faced by Tri-M.

As time is of the essence, your early reply is appreciated.

Sincerely yours,

GORDON H. BALL, INC.

William D. Hoodenpyle

William D. Hoodenpyle
Project Engineer

WDH:ks
cc: Al Curran
File

RECEIVED
MAY 20 1974
OFFICE OF DISTRICT ENGINEER
E. J. HALL
RE. ASS'T ASS'T FILE IA.

A DILLINGHAM COMPANY
P.O. BOX 313 SALEM OREGON 97308 TELEPHONE (503) 393-3160

GORDON H. BALL, INC.
CONTRACTORS
DEVELOPERS
JOB: 513
TELEPHONE (503) 226-3991

DONALD M. DRAKE COMPANY
1740 N. W. FLANDERS STREET • PORTLAND, OREGON 97209
INCORPORATED JANUARY 2, 1973

J. ... C. ...
Jon ...
Bill ...
Al F. ...
... Danville ...
... Benton ...
File ...
Job 513

Reply to:
4185 Brooklake Rd. N.E.
Salem, Oregon 97305
Telephone (503) 393-1075

May 15, 1974

Gordon H. Ball, Inc.
P. O. Box 513
Salem, Oregon

Attention: Alden Curran

Subject: Woodburn Interchange - Hayesville Interchange
Oregon State Highway Division Contract 7866

Reference: Increased Cost Of Construction Materials
Tri-M Erectors, Inc. Letter dated May 13, 1974

Gentlemen;

Attached is the above referenced letter stating the present situation of the reinforcement steel shortage facing Tri-M Erectors, Inc.

As stated in our letter dated April 15, 1974, these costs in reinforcement steel now being absorbed by Tri-M Erectors, Inc. are not only unreasonably exorbitant but are the result of federal rulings allowing relief to the steel mills but not to the fabricator and erector. It is unrealistic to allow price increases at one end of the construction spectrum and not allow the same increase at the other end.

Due to the urgency of the price relief situation and the present shortages it is requested that an immediate reply to this letter be made.

Your early review and transmittal to the Oregon State Highway Division is appreciated.

Very truly yours,

DONALD M. DRAKE CO.

Peter deC. Ebert
Project Manager

cc: (7)

cc: H. Paul Reising
Tri-M Erectors, Inc.
P. O. Box 467
Tualatin, Oregon 97062

cc: Harold A. May
Tri-M Erectors, Inc.
22650 - 85th. Place So.
Kent, Washington 98031

STEEL CONTRACTORS

Tri-M Erectors, Inc.

Reinforcing Steel Contractors

22650 - 85th Place So. Phone UL 2-6464
KENT, WASHINGTON 98031

May 13, 1974

Mr. John Cloutier
Donald M. Drake Company
1740 N. W. Flanders
Portland, Oregon 97210

Re: Woodburn - Hayesville Interchange
Oregon State Highway Contract 7866
Tri-M letter dated April 23, 1974
Tri-M letter dated May 7, 1974
NW Steel letter dated May 10, 1974
NW Steel letter dated November 12, 1973

Gentlemen:

I am enclosing a copy of my letter of May 7, 1974 to Mr. Robert Phelps of Northwest Steel Rolling Mills and his letter of reply dated May 10, 1974 with an attachment dated November 12, 1973.

I offer these letters as further substantiation of the impasse rapidly approaching in the furnishing of reinforcing for the referenced project and ask that you submit them as a supplement to our letter of April 23, 1974, which was forwarded to the Oregon State Highway Department, along with your comments.

Very truly yours,

TRI-M ERECTORS, INC.

H. A. May
Secretary - Treasurer

HAM/cw
Enclosures

cc: Mr. Peter deC. Ebert
Donald M. Drake Company
4185 Brooklake Road, N. E.
Salem, Oregon 97305

Mr. H. Paul Reising
Tri-M Erectors, Inc.
P. O. Box 467
Tualatin, Oregon 97062

Tri-M Erectors, Inc.
Reinforcing Steel Contractors

22650 - 65th Place So. Phone UL 2-6464
KENT, WASHINGTON 98031

May 7, 1974

Mr. Robart Phelps
Northwest Steel Rolling Mills
4315 9th N. W.
Seattle, Washington

Gentlemen:

We are in desperate need of 1000 tons of reinforcing steel during the months of June, July and August of 1974, to fulfill the commitments at our Tualatin, Oregon fabrication shop.

Although these figures are only estimates at this time, we are specifically interested in the following sizes and grades:

Grade 40		Grade 60	
#5	300 tons	#5	125 tons
#4	250 tons	#4	125 tons

The balance of the 1000 tons will consist of other sizes not tabulated at this time.

We will greatly appreciate any assistance you can give us in this matter.

As stated above, the reinforcing is for shipment during the months of June, July and August 1974, so time is of the essence and your immediate reply will also be greatly appreciated.

Very truly yours,

TRI-M ERECTORS, INC.

Harold A. May
Secretary - Treasurer

HAM/cw

NORTHWEST STEEL ROLLING MILLS, INC.

4315 9TH AVENUE N.W. SEATTLE, WASH. 98107. ☆ (206) 783-4300

May 10, 1974

Tri-M Erectors, Inc.
22650 - 85th Place So.,
Kent, Washington 98031

Attn: Mr. Harold A. May

Gentlemen:

In reply to your inquiry dated May 7, 1974, we regret to advise that at this time we are unable to offer any quotation.

We are enclosing copy of a letter we wrote to the Secretary of Commerce which I think will help answer your question.

As you know, we are in the process of increasing our facilities; however, delivery of the component parts is so extended that it will be of no real assistance until 1975. Possibly at that time we might be able to offer you some assistance.

Yours very truly,

NORTHWEST STEEL ROLLING MILLS, INC.

R. L. Phelps
Vice President - Marketing

RLP:ELF
Enclosure

NORTHWEST STEEL ROLLING MILLS, INC.

4315 17TH AVENUE N.W. SEATTLE, WASH. 98107 ☆ (206) 783-4000

November 12, 1973

COPY

Hon. Frederick B. Dent
Secretary of Commerce
Washington, D. C.

Dear Sir:

We have, since 1963, been attempting to convey to the Congress and the Administration some of the problems over which only the United States Government has control.

We have attempted to advise that where our country continued to allow the free nations of the world to illegally dump their excess steel production into our country in an effort to rehabilitate them under the Marshall Plan, that they were making it impossible for the steel industry in the United States to invest any capital in additional steelmaking facilities.

We participated in three dumping cases, and finally realized we could spend the rest of our lives bringing dumping charges against those nations that were violating the Dumping Act. The last devaluation of the dollar and the opening of trade with Red bloc nations have temporarily stopped the unfair flow of foreign steel into our country.

Now the problem is excessive exportation of scrap. The Department of Commerce and the Cost of Living Council are not protecting the United States citizen. The Export Control Act of 1969 was placed into law to prevent inflation or a shortage of such a valuable raw material. We first pleaded for an embargo in 1970 and again in January of this year. A scrap dealer in this area was selling us fragmentized automobiles in 1972 at $35.00 per gross ton, and buying auto carcasses for approximately $15.00 per gross ton. That same scrap processor is now paying approximately $30.00 for auto carcasses and selling the end product for $75.00 per gross ton. The inflated return to him through conversion rose from $20.00 in 1972 to $45.00 per ton in 1973. When we complain about this unreasonable markup, he merely says if we don't pay it, the Japanese will. It remains a mystery to us how our Government can continue to let these scrap processors throughout our country to create this shortage of scrap and steel and inflate the cost of steel and a resultant higher cost of our highways, bridges, power plants, etc.

We again plead with you to stop exporting this vital raw material as other nations of the world have stopped long ago.

Please let us have your comments on the above. We are distributing copies of this letter to our customers, along with a letter of explanation as to why steel is in short supply and higher in cost.

Yours very truly,

NORTHWEST STEEL ROLLING MILLS, INC.

/s/ R. L. PHELPS
Vice President - Marketing

RLP:ELF

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 15, 1974

FILE:

NOTED
JACK L. SOLLIS

FROM: C. T. Keasey
Construction Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Claims for Increased Costs of Reinforcing Steel and Post-Tensioning Materials
Woodburn Interch.-Hayesville Interch.
Pacific Highway, I-5
Contract No. 7866

Attached are two notices of claims by subcontractors on the subject project, one from Tri-M Erectors for an upward adjustment of the reinforcing steel price, and the other from Soulé Steel Company for an upward adjustment of prices for post-tensioning materials.

There are no provisions in our standard specifications or in the special provisions for this contract, nor is there, to my knowledge, any provision under Oregon Laws to provide for any such adjustment of bid prices.

Please advise me as to the proper response to these claim notices.

CTK:fr

Att.

cc: C. O. Fredrickson

No legal authority to pay increased costs
Sag 6-13-74

5-16-74
REFER TO
Jack Sollis —
BY ASST. STATE HWY. ENGR.

R/D reply to Contractor
What is effect (if any) on increased cost for Scrap surcharge mentioned on 2nd page of Tri M. letter of April 12 and elsewhere?

RECEIVED
MAY 16 1974
Office of
Assistant State Highway Engineer

FORM 81.734.2030

Routing: Keasey K RECEIVED Scofield
Harwood Bang
Johnson CONSTRUCTION
Walker SECTION

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

MAY 15 1974

FILE: 624-1089

Salem, Oregon

May 14, 1974

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Tri-M Erectors Claim
Woodburn Interchange
Hayesville Section
Pacific Interstate Highway

TO: C. T. Keasey
CONSTRUCTION ENGINEER

Attached are the following letters and attachments concerning the subject matter:

Date	Writer
April 12, 1974	Harold A. May
April 15, 1974	Donald M. Drake
April 16, 1974	William D. Hoodenpyle
April 23, 1974	Harold A. May & Attachments
April 29, 1974	Peter deC. Ebert
May 2, 1974	William D. Hoodenpyle
May 3, 1974	E. J. Hall
May 9, 1974	E. J. Hall

In the second paragraph of Mr. May's April 23, 1974, letter he in affect asked the Highway Division to (1) allow Tri-Erectors to terminate--their subcontract-with Donald M. Drake Company--or (2) issue a change order to--increase their contract--to--current prices.

Since Tri-M does not have a direct contract with the State Highway Division, the choice of terminating their sub-subcontract or not terminating it should be between themselves and initially Donald M. Drake Company. We of course, looked to Gordon H. Ball Incorporated and they turned to Donald M. Drake Company for the steel reinforcing work that Tri-M Erectors Incorporated have sub-subcontracted. Neither took a position in transmitting Tri-M's request except to note their concern and urgency.

Certainly, if we are going to increase their unit prices, as suggested in their alternative number 2, it would facilitate the project to do so immediately. Otherwise, we are soon approaching having insufficient steel to meet the contractors projected schedule.

Your early consideration, including a review with the Highway Division Legal Staff, would be appreciated together with some further guidance.

GWW/elk
Attachs.
cc: E. J. Hall

OREGON STATE HIGHWAY DIVISION

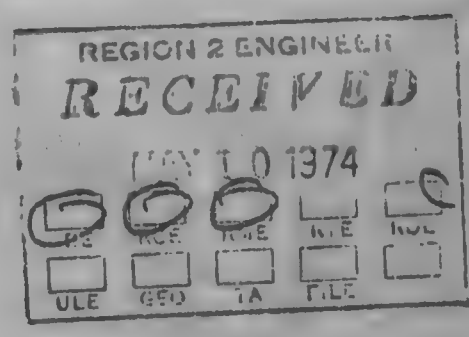
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 9, 1974

TO John Canfield
Region Office Engineer

FROM E. J. Hall
Resident Engineer



SUBJECT Material Cost Increases

This was inadvertently omitted from the Tri-M file on Escalation of Steel Prices.

OREGON STATE HIGHWAY DIVISION

Salem, Oregon
May 3, 1974

RECEIVED
MAY 6 1974
RE RCE RME RTE ROE
LE GEO TA FILE

Gordon H. Ball, Inc.
P.O. Box 513
Salem, Ore 97308

Woodburn Inter.-Hayesville
Inter. Section
Pacific Highway - Marion County
Contract No. 7866
Increased costs of reinforcing steel

Attn: William Hoodenpyle

Dear Bill,

This will acknowledge receipt of your letter of May 2, 1974 forwarding a letter and Exhibits #1,2 and 3 from Tri-M Erectors, Inc.(Donald M. Drakes' reinforcing sub-contractor) concerning the increased costs of reinforcing steel.

Copies of your letter and Tri-M Erectors letter with attachments is being forwarded through channels for an opnion. Due to the urgency of the reinforcing steel situation as it applys to this contract we are asking that this problem be handled as quickly as possible.

Very truly yours,

E. J. Hall
Resident Engineer

cc: C. O. Fredrickson

Gordon H. Ball, Inc.

May 2, 1974

Ed Hall, Resident Engineer
Oregon State Highway Division
2111 front Street N.
Salem, Oregon 97303

Woodburn - Hayesville Section
Contract 7866 - Job 513, Salem
Inflationary Costs of Reinforcing Steel

Dear Ed:

Attached, for your consideration, please find a copy of a letter from Tri-M Erectors, Inc., Donald M. Drake's rebar sub, in reference to our meeting of April 17, 1974 concerning the inflationary costs of reinforcing steel.

As this matter is of immediate concern your early review and reply is appreciated.

Sincerely yours,

GORDON H. BALL, INC.

William D. Hoodenpyle
Project Engineer

WDH:ks
cc: Al Curran
File
ENCL: Attached

RECEIVED
MAY - 2 1974
OFFICE OF RESIDENT ENGINEER
E. J. HALL
DE ASST ASST OE PUR TA

A DILLINGHAM COMPANY
P.O. BOX 813 SALEM OREGON 97308 TELEPHONE (503) 393-3160

RECEIVED
APR 29 1974
TELEPHONE (503) 226-3991
GORDON H. BALL, INC.
JOB 513

DONALD M. DRAKE CO.
1740 N.W. FLANDERS STREET · PORTLAND, OREGON 97209

TO: A.C. INCORPORATED JANUARY 27 1973 5-1-74
B.H. 5-1-74
Brian
Bob
Bill F.
Danville
Renton 5-1-74
File 5-1-74

Reply to:
4185 Brooklake Rd. N.E.
Salem, Oregon 97305
Telephone (503) 393-1075

April 29, 1974

Gordon H. Ball, Inc.
P. O. Box 513
Salem, Oregon

Attention: Alden Curran

Subject: Woodburn Interchan Job-513 Yesville Interchange
Oregon State Highway Division Contract 7866

Reference: Meeting Held On April 17, 1974 with Oregon State Highway Division, Gordon H. Ball, Inc., Tri-M Erectors, Inc., and Donald M. Drake Co.

Gentlemen;

In accordance with the resolutions of the above referenced meeting, attached is a letter from Tri-M Erectors, Inc. stating their present situation.

Due to the urgency of the price relief situation it is requested that an immediate reply to this letter be made.

Your early review and transmittal to the Oregon State Highway Division is appreciated.

Very truly yours,

DONALD M. DRAKE CO.

Peter deC. Ebert
Project Manager

PE;jlr
cc: 7

RECEIVED
MAY - 2 1974
OFFICE OF ASSISTANT CHIEF ENGINEER
E. J. HALL
RE ASS'T ASS'T OE FILE IA

Tri-M Erectors, Inc.
Reinforcing Steel Contractors

22650 - 85th Place So. Phone UL 2-6464
KENT, WASHINGTON 98031

RECEIVED MAY - 2 1974
OFFICE OF MATERIALS ENGINEER
E. J. HALL
RE | ASS'T | ASS'T | OE | FILE | IA

April 23, 1974

Donald M. Drake Company
4185 Brooklake Road, N. E.
Salem, Oregon 97305

Attn: Mr. Peter de C Ebert

Subject: Woodburn and Hayesville Interchange
Oregon State Highway Contract 7866

Gentlemen:

On April 12, 1974 Tri-M Erectors, Inc. requested that Donald M. Drake Company submit to the Oregon State Highway Department a "price relief request." Justification for this request was based on the increased price of reinforcing steel being charged by the steel mills in the Northwest.

Subsequent to the request for price relief, a meeting was held between the Oregon State Highway Department, Donald M. Drake Company, Gordon H. Ball Company and Tri-M Erectors. At this meeting Tri-M explained the reason for their request for price relief and further explained their inability to properly supply reinforcing steel requirements for the subject project. Due to the price increases and the shortage of reinforcing steel, Tri-M requested that the Oregon State Highway Department ... (1) Allow Tri-M Erectors to terminate their work on their subcontract agreement with Donald M. Drake Company to furnish and install fabricated reinforcing steel on the project, or, (2) Issue a change order to Tri-M Erectors which will increase their contract sufficiently so as to allow them to purchase fabricated reinforcing steel from a steel mill at current prices.

The purpose of this letter is to formally notify the Oregon State Highway Department, as required by section 109.05, titled, Claims for Extra Compensation and Notice, of the Standard Specifications for Highway Construction, that Tri-M Erectors is now requesting a claim for price relief. Tri-M Erectors further advises the Oregon State Highway Department that if price relief is not allowed by the Oregon State Highway Department, Tri-M Erectors will be unable to fulfill the reinforcing steel requirements for the project during the month of May and subsequent months from their fabrication shop. In order for the Oregon State Highway Department to properly evaluate the claim request of Tri-M Erectors, certain factual information is required concerning the cause of the increase in reinforcing steel prices during the past nine months.

When Tri-M Erectors prepared their estimate to bid the reinforcing steel on the Woodburn contract the base price of reinforcing steel was 6.35 cents per pound. Historically, reinforcing steel has been stable with regard to price as shown in Exhibits I and II attached. A ten year study of the base price of reinforcing

steel shows that in 1965 the base price increased 8% and in 1970 the base price increased 6.5%. Again, in late 1972, the price increased 10%.

Based on this historical pattern, it was reasonable to assume that during the duration of the construction on the Woodburn contract, no price raise in excess of 10% would occur. Therefore, Tri-M Erectors used a base price for reinforcing steel of 6.35 cents per pound in their bid estimate on the Woodburn contract. Further, Tri-M based their bid on purchasing stock reinforcing steel from a steel mill, fabricating the steel at their fabricating yard in Tualatin, Oregon, and installing the steel with their crews.

Subsequent to bidding the project, Tri-M was awarded the reinforcing steel contract on May 14, 1973. The contract price was the same as Tri-M's bid to Donald M. Drake Company the prior March.

In July of 1973 the price of steel scrap began to rise on the West Coast. This price raise was caused by substantial purchases of domestic scrap by Asian and other foreign steel mills. Due to the pressure created by raising scrap prices, West Coast steel mills requested the Wage and Price Control Administration allow the steel mills to raise the price of their finished steel products. Due to Phase IV price controls in effect at that time, the West Coast steel mills were not allowed to raise their domestic prices. Therefore, the steel mills elected to sell great tonnages of reinforcing steel in the export market. This caused a critical shortage of reinforcing steel on the West Coast for construction projects. Steel mills soon began allocation programs for their domestic customers similar to those in effect during World War II.

Tri-M Erectors was advised in July, 1973 by Bethlehem Steel Corporation that they would be allowed to purchase 350 tons of reinforcing steel per month on allocation during the summer of 1973. In September, 1973 this allocation was cut to 250 tons per month and in December 1973 it was further cut to 200 tons per month. Attempts by Tri-M Erectors to purchase additional reinforcing steel from Cascade Steel Rolling Mills, Oregon Rolling Mills and Northwest Steel Rolling Mills were unsuccessful due to the domestic steel shortage.

In order to help alleviate this critical shortage of domestic reinforcing steel, the Wage and Price Control Administration on January 1, 1974 allowed the steel mills to charge a surcharge of 0.70 cents per pound in addition to their base price of 6.35 cents per pound to help offset the increased cost of scrap material cost. Scrap prices continued to raise on the West Coast and on March 1, 1974, the Wage and Price Control Administration allowed a further base price increase for reinforcing steel to 7.05 cents per pound.

On March 18, 1974 the price was allowed to increase still further. The Wage and Price Control was lifted on the steel products, and the mill base price was raised to 8.40 cents per pound by the steel mills and the scrap surcharge was raised to 2.00 cents per pound. On April 4, 1974 the steel mills again raised their price, increasing the surcharge to 3.00 cents per pound. Thus, at the present time the base price of reinforcing steel including the surcharge is 11.40 cents per pound.

Tri-M Erectors has been advised by Bethlehem Steel Corporation that on May 1, 1974 another price increase 2.50 cents per pound will be added, thus making the effective base price 13.90 cents per pound. This represents a 118% increase

in the base price since January 1, 1974.

Due to the steel shortage caused by reinforcing steel export, steel allocation is still in effect. Tri-M Erectors has just been advised by Bethlehem Steel Corporation to expect a cut in their allocation in May to 150 tons per month.

An analysis of the requirements for reinforcing steel on all jobs under contract by Tri-M is shown in Exhibit III attached. This analysis shows that 276 tons of reinforcing steel will be required to fulfill present contract requirements for the month of May. Due to the shortage of reinforcing steel, Tri-M is unable to supply these needs from their allocation.

In order to meet the reinforcing steel needs on the Woodburn project, Tri-M would be forced to purchase fabricated steel from a fabricating shop at retail prices. Prices have been quoted to Tri-M by Bethlehem Steel Corporation of 17.00 cents per pound to 20.00 cents per pound, FOB Seattle, for this steel.

Since the unit contract price for reinforcing steel installed on the Woodburn project is 15.00 cents per pound, it is economically impractical for Tri-M to purchase fabricated reinforcing steel for the project. Further, it was not anticipated by either party to the contract that Tri-M Erectors would be required to purchase fabricated steel rather than being allowed to fabricate the steel at their own facility.

Therefore, it is the position of Tri-M Erectors that they cannot continue to furnish fabricated reinforcing steel for the Woodburn project without a change order from the Oregon State Highway Department increasing the unit price on the project sufficiently to allow Tri-M Erectors to purchase fabricated steel from Bethlehem Steel Corporation.

In support of this request Tri-M Erectors has requested that their legal counsel write a memorandum to explain the legal theory which will allow Tri-M Erectors to terminate their contract if this change order request is denied by the Oregon State Highway Department. This legal memorandum states in summary that the legal doctrines of "impossibility of performance, frustration of contract, and mistake of fact" will apply to the Woodburn contract. These legal doctrines recognize that certain events fall outside the risks assumed by the parties to the contract, thus excusing performance. Courts have stated that a mere price raise alone does not excuse performance of a contract where the raise is a normal change in the market. Normal changes in circumstances are bargained-for risks which the seller includes in his risk of doing business.

Unusual occurrances are another matter. The Uniform Commercial Code Section 2-615 titled, "Failure of Presupposed Conditions", states in comment 4:

> "Increased cost alone does not excuse performance unless the raise in cost is due to some unforeseen contingency which alters the essential nature of the performance.... A severe shortage of raw materials or of supplies due to a contingency such as war, embargo, local crop failure, unforeseen shutdown of major sources of supply or the like, which either cause a marked increase in cost or altogether prevents the seller from securing supplies necessary to his performance, is within the contemplation of this section."

The Uniform Commercial Code excuses performance where performance becomes commercially impracticable because of unforeseen supervening circumstances not within the contemplation of the parties at the time of the contracting.

It is the position of Tri-M Erectors that in March of 1973 when the Woodburn project was bid, no one in the steel industry could foresee that scrap prices would raise so drastically during the following summer, thus causing a severe shortage of domestic reinforcing steel. Further, no one in the steel industry could foresee that the Federal Wage and Price Control Administration would allow the steel mills to charge customers a surcharge to compensate the mills for this increased price of scrap. Further, no one in the steel industry could foresee that the Federal Government would completely lift the price control on steel products in April of 1974, thus allowing the steel mills to raise the base price of reinforcing steel 118% in a four-month period. Finally, no one in the steel industry could foresee that reinforcing steel would become so scarce that allocation programs would restrict the amount of reinforcing steel available to independent steel fabricators.

Because of the above unforeseen contingencies, the essential nature of the performance of the Woodburn project by Tri-M Erectors has been altered. The shortage of reinforcing steel and the 118% increase in price has made it commercially impractical for Tri-M Erectors to continue with performance of the present contract on the Woodburn project.

Therefore, Tri-M Erectors now formally presents a request that a change order be issued by the Oregon State Highway Department increasing the unit price of reinforcing steel sufficiently to compensate Tri-M for all increased costs to be incurred by Tri-M in properly supplying fabricated reinforcing steel to the Woodburn project. To date Tri-M has supplied 1,930,000 pounds of reinforcing steel to the project. This material had been purchased at a base price of 6.35 cents per pound prior to the price increases. All future purchases will be made at base prices of 13.90 cents per pound, or more. It will be necessary to purchase certain fabricated steel at prices in excess of 20.00 cents per pound due to the allocation placed on Tri-M by the steel mills.

This request for a change order is made by Tri-M Erectors only as a possible solution to the immediate problem of supplying fabricated reinforcing steel for the Woodburn project. By making this request Tri-M Erectors does not prejudice their legal right to terminate the contract due to the unforeseen contingencies which have caused performance of the Woodburn Contract to be commercially impractical.

Due to the urgency of the situation it is requested that an immediate reply to this letter be made. It is necessary to give the steel mills several weeks lead time in order to purchase fabricated reinforcing steel.

Very truly yours,

Harold A. May
TRI-M ERECTORS, INC.

HAM/cw
Enclosures

Gordon H. Ball, Inc.

April 16, 1974

Ed Hall, Resident Engineer
Oregon State Highway Division
2111 Front Street N.
Salem, Oregon 97303

Woodburn-Hayesville Interchanges
Contract 7866 - Job 513, Salem
Material Cost Increases

Dear Ed:

Attached, please find a copy of a letter from our Bridge Subcontractor, Donald M. Drake, Co., dated April 15, 1974 regarding the unprecedented increases in cost of reinforcing steel being used during construction of the structures on Contract #7866.

We are also incurring exorbitant price increases in the cost of materials, and therefore request a meeting with you at your convenience to discuss the alternatives in pursuit of the recovery of these unprecedented and unexpected cost increases.

Sincerely yours,

GORDON H. BALL, INC.

William D. Hoodenpyle
Project Engineer

WDH:ks
cc: Al Curran
File

A DILLINGHAM COMPANY

P.O. BOX 513 SALEM OREGON 97308 TELEPHONE (503) 393-3160

GORDON H. BALL, INC.
CONTRACTORS
JOB 513

TELEPHONE (503) 228-3991

DONALD M. DRAKE COMPANY

1740 N. W. FLANDERS STREET • PORTLAND, OREGON 97209
INCORPORATED JANUARY 2, 1973

B. J.
Brian
Don
Bill F.
Daniel
Dave
File

Reply to:
4185 Brooklake Rd. N.E.
Salem, Oregon 97305
Telephone (503) 393-1075

April 15, 1974

Gordon H. Ball, Inc.
P. O. Box 513
Salem, Oregon

Attention: Alden Curran

Subject: Woodburn Interchange - Hayesville Interchange
Oregon State Highway Division Contract 7866

Reference: Increased Cost Of Construction Materials
Tri-M Erectors, Inc. Letter Dated April 12, 1974

Gentlemen;

Attached for your review and transmittal to the Oregon State Highway Division is the above referenced letter.

These costs in reinforcement steel now being absorbed by Tri-M Erectors, Inc. are not only unreasonably exorbitant but are the result of Federal rulings allowing relief to the steel mills but not to the fabricator and erector.

It is unrealistic to allow price increases at one end of the construction process and not allow the same increase at the other end.

Therefore, as stated in our letter dated April 11, 1974, it is our intent to seek an equitable adjustment from the owner agency to recover these increased costs in construction materials.

Your early attention to this matter is requested.

Very truly yours,

DONALD M. DRAKE CO.

Peter deC. Ebert
Project Manager

PE;jlr
cc: 7

STEEL CONTRACTORS
MTM
ERECTORS INC

Tri-M Erectors, Inc.
Reinforcing Steel Contractors

22650 - 85th Place So. Phone UL 2-6464
KENT, WASHINGTON 98031

April 12, 1974

Mr. Peter Ebert
Donald M. Drake Company
4185 Brooklake Road, N. E.
Salem, Oregon 97305

Re: O.S.H.D. Contract 7866
Woodburn Interchange - Hayesville Interchange
Escalation of Material Prices

Gentlemen:

In accord with our conversation this date, I am sending you this letter in an effort to solicit your support in helping Tri-M Erectors, Inc. obtain some relief from the State of Oregon or the Federal Government for the absorbatant price increases for material (reinforcing steel) that we have experienced since entering into our subcontract agreement.

As I explained, the facts are these:

1. At the time of bid on March 8, 1973 the following steel prices were in effect:

   a. Base price - $6.35/cwt

   b. Size extras
      1) Reinforcing #6 thru #18 - $.50/cwt

      2) Reinforcing #5 - $.70/cwt

      3) Reinforcing #4 - $1.00/cwt

      4) Reinforcing #3 - $1.40/cwt

   c. Grade extra - $.25/cwt

2. As of the date of this letter, the following prices are in effect:

   a. Base price - #8.40/cwt

   b. Size extras
      1) Reinforcing #6 thru #18 - $.75/cwt

      2) Reinforcing #5 - $1.50/cwt

      3) Reinforcing #4 - $2.00/cwt

      4) Reinforcing #3 - $4.00/cwt

c. Grade extra - $.35/cwt

d. Scrap surcharge - $3.00/cwt

e. Note: We have been informed by our supplier that the scrap surcharge will be increased to $4.00/cwt on or about the 1st of May this year.

Historically, reinforcing steel prices had been predictable. We had never experienced a price increase of more than 10% and generally it was less than 10%. There was no way anyone could have anticipated what has happened to the prices during this past year.

With the 100% increase in steel prices, I am currently paying as much for material as I bid for the furnishing, fabricating and installation of the referenced project a year ago.

As I pointed out in the section on current prices, the steel mill is currently charging $3.00/cwt for scrap surcharge. This represents relief from the Federal Government to protect the mills against export of scrap. If, in fact, the Government is giving relief to the steel mills, they should be willing to offer the same relief to a Company such as Tri-M Erectors.

This then is the purpose of this letter. To ask for your help in contacting the appropriate agencies so that I can obtain the same relief that is being afforded to the steel mills and help me to avoid the staggering losses that I am currently experiencing.

Very truly yours,

TRI-M ERECTORS, INC.

Harold A. May
Secretary - Treasurer

HAM/cw
cc: Mr. Paul Cloutier
Donald M. Drake Company
1740 N. W. Flanders
Portland, Oregon

Form 61-724-5080

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 14, 1974

Routing: Bolton, Richmond, Harwood, Johnson, Walker, Gibson, Berg, CONSTRUCTION SECTION

RECEIVED MAY 15 1974

FILE: 624-1089

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

TO: C. T. Keasey
CONSTRUCTION ENGINEER

SUBJECT: Soule Steel Company Claim
Woodburn Interchange
Hayesville Section
Pacific Interstate Highway

Attached are letters from Soule Steel Company, two from Donald M. Drake Company, Gordon H. Ball, Incorporated, and Resident Engineer, E. J. Hall all concerning Soule Steel Company's claim of payment for additonal post-tensioning materials cost.

This is similar to Tri-M Erectors, Incorporated claim. Your similar consideration is requested.

GWW/elk
Attachs.

OREGON STATE HIGHWAY DIVISION

Salem, Oregon
May 3, 1974

RECEIVED
1974
RCE RME RIE ROA
ULE GEO TA FILE

Gordon H. Ball, Inc.
P.O. Box 513
Salem, Ore 97308

Woodburn Inter.-Hayesville
Inter. Section
Pacific Highway - Marion County
Contract No. 7866
Increasing Costs of Construction Materials

Attn: William Hoodenpyle
Project Engineer

Dear Bill,

This will acknowledge reciopt of your letter of April 29, 1974 forwarding letters from Donald M. Drake Sub-contractor and Soule' Steel Company concerning increasing costs of construction materials.

Copies of these letters are being forwarded through channels for an opnion.

Very truly yours,

E. J. Hall
Resident Engineer

cc: C. O. Fredrickson

Gordon H. Ball, Inc.

April 29, 1974

Ed Hall, Resident Engineer
Oregon State Highway Division
2111 Front Street N.
Salem, Oregon 97303

Woodburn - Hayesville Interchanges
Contract 7866 - Job 513, Salem
Increasing Costs of Materials

Dear Ed:

Attached for your consideration please find copies of two (2) letters from our bridge subcontractor, Donald M. Drake, Inc., in reference to the increasing costs of construction materials which we are encountering.

Sincerely yours,

GORDON H. BALL, INC.

William D. Hoodenpyle
Project Engineer

WDH:ks
cc: Al Curran
File
ENCL: Attached

RECEIVED
MAY - 1 1974
OFFICE OF RESIDENT ENGINEER
E J HALL
DE ASST ASST OE DK FILE TA

A DILLINGHAM COMPANY
P.O. BOX 813 SALEM OREGON 97308 TELEPHONE (503) 393-3160

April 24, 1974

Gordon H. Ball, Inc.
P. O. Box 513
Salem, Oregon

Attention: Alden Curran

Subject: Woodburn Interchange - Hayesville Interchange
Oregon State Highway Division Contract 7366

Reference: Increased Cost Of Construction Materials
Soule' Steel Co. Letter dated April 22, 1974

Gentlemen;

Attached for your review and transmittal to the Oregon State Highway Division is the above referenced letter.

These inflationary costs in post-tensioning materials now being absorbed by Soule' Steel Co. are not only unreasonably exorbitant but are the result of federal rulings allowing relief to the suppliers but not to the post-tensioner.

It is unrealistic to allow price increases at one end of the construction spectrum and not allow the same increase at the other end.

Therefore, as stated in our letter dated April 11, 1974, it is our intent to seek an equitable adjustment from the owner agency to recover these increased costs in construction materials.

Your early attention to this matter is requested.

Very truly yours,

DONALD M. DRAKE CO.

Peter deC. Ebert
Project Manager

PdE;jlr
cc:7

P.O. BOX 3510 RINCON ANNEX ■ SAN FRANCISCO, CALIFORNIA 94119 ■ (415) 824-4141

April 22, 1974

Donald M. Drake Company
4185 Brooklake Rd., N.E.
Salem, Oregon 97305

Attention: Mr. Peter deC. Ebert, Project Manager

Subject: Woodburn-Hayesville Interchange
Oregon State Highway Contract 7866
Increased Costs of Construction Materials
Donald M. Drake's Letter 15 April 1974

Gentlemen:

In response to your letter dated 15 April 1974, the following information pertaining to increased costs incurred by Soulé Steel Company in obtaining materials for Oregon State Highway Division Contract #7866 is applicable.

Material Description	Units	Estimated Unit Cost	Actual Unit Cost	Differential Unit Cost	Total Additional Mat'l Cost
A-36 Bearing Plates	1122	$11.00 ea.	$15.84 ea.	$4.84 ea.	$5,430
2-5/8 dia. stl duct	86,540'	16.75/c'	24.05/c'	7.30/c'	6,317
Duct connectors	2290	.50 ea.	.60 ea.	.10 ea.	229
			Total Additional Material Cost		$11,976

Soulé Steel Company's claim to date of this letter for recovery of dollars lost to the drastic material cost inflation since date of contract execution is $11,976.

We have yet to receive the last 192,000' of 1/2" 270K strand required for this contract, and in accord with item 2 of your letter, should the cost of strand exceed the cost of the average price established at contract execution, we shall so notify you.

Very truly yours,

SOULÉ STEEL COMPANY

H. Scott Anderson
Manager
Prestress Products

HSA:pw

cc: T. O. Carroll (3)
File 13-1-1200

April 11, 1974

Gordon H. Ball, Inc.
P. O. Box 513
Salem, Oregon

Attention: Alden Curran

Subject: Woodburn Interchange - Hayesville Interchange
Oregon State Highway Division Contract 7866

Reference: Increased Cost Of Construction Materials

Gentlemen;

To date we have encountered increased costs in construction materials which exceed the normal inflationary rate.

It is our intent to seek an equitable adjustment from the owner agency, Oregon State Highway Division, to recover these increased costs and in the future we will inform you of job materials whose costs are above the average price established at contract execution.

Your early attention to this matter is requested.

Very truly yours,

DONALD M. DRAKE CO.

Peter deC. Ebert
Project Manager

lb;jlr
cc: 7

7866

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6368

June 12, 1974

Mr. F. B. Klaboe
Administrator and
State Highway Engineer
140 State Highway Building
Salem, OR 97310

NOTED
A. E. JOHNSON

RE: PUX 860
SXF 623

In the matter of the application of the State of Oregon, by and through its State Highway Commission, for the authority to reconstruct the crossing at grade of Chemawa Road over the tracks and right of way of the Oregon Electric Railway Company approximately 2.5 miles north of the City of Salem in the N.E. ¼ of the S.W. ¼ of Section 36, Township 6 South, Range 3 West, Willamette Meridian, Marion County, Oregon.

Dear Fred

Enclosed is a copy of Order No. 74-440 issued by the Public Utility Commissioner on June 6, 1974, relative to the above-subject matter.

Very truly yours

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General

NOTED
H.S.COULTER

RECEIVED
JUN 17 1974
Office of
Assistant State Highway Engineer

JLS:clh
Enclosure
cc: C. R. Burghart (3)
A. E. Johnson
C. T. Keasey (2)
D. H. Moehring (2)
C. O. Fredrickson (2)
L. E. George (2)
James E. Chidsey
F. T. Lacey
R. P. Hamilton
H. S. Cox

RECEIVED
JUN 14 1974
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

RECEIVED
STATE HWY ENGR
JUN 12 74
REFER TO
FOR
Init. | Ltr | D/D | D/R | Sign | Act | File

Order No. 74-440

Old Crossing No. 3E-66.20

New Crossing No. 3E-66.25

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 623

In the matter of the application of the State of Oregon, by and through its State Highway Commission, for authority to reconstruct the crossing at grade of Chemawa Road over the tracks and right of way of the Oregon Electric Railway Company approximately 2.5 miles north of the City of Salem in the N.E. 1/4 of the S.W. 1/4 of Section 36, Township 6 South, Range 3 West, Willamette Meridian, Marion County, Oregon.	ORDER

On December 22, 1972, the State of Oregon, by and through its State Highway Commission, duly filed an application with the Commissioner seeking authority to reconstruct a railroad-highway grade crossing (known as the Chemawa Road crossing), over the single track main line of the Oregon Electric Railway Company near Bush, Marion County, Oregon.

Copies of the application were duly served and responses were received.

On November 26, 1973, applicant forwarded a second application in this matter to the Commissioner. By letter dated December 19, 1973, applicant requested that its original application in this matter be voided. On January 3, 1974, the second application in this matter was accepted for filing by the Commissioner. Also in its letter of December 19, 1973, applicant requested that its application in this matter be amended in line with a request from Commissioner's staff.

As part of a project to realign Chemawa Road in connection with the construction of a new Chemawa Road overcrossing of Pacific Highway (I-5), applicant proposes to construct a new crossing approximately 150 feet south of the existing Chemawa Road crossing. The existing crossing will be closed upon completion of the project. The new crossing is to consist of two 12-foot travel lanes, two 12-foot truck and bus stop lanes, a

16-foot median, and two 10-foot shoulders. In addition, on the southerly side of the roadway, applicant proposes to construct an 8-foot asphaltic concrete bikeway and footpath. The new crossing is to be protected with cantilevered flashing light signals and automatic gates.

Copies of the application and letter of amendment thereto were duly served upon the Oregon Electric Railway Company (Burlington Northern, Inc.), the Board of Commissioners of Marion County, Portland General Electric Company and Pacific Northwest Bell Telephone Company.

Due consideration has been given to all representations in the application as amended and the responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application and the files of the Commissioner, it is found that the application as amended should be granted upon the following terms and conditions; it is therefore

ORDERED that:

(1) The authority to construct a two-lane crossing supplemented with two additional truck and bus stop lanes in the immediate crossing area only as requested herein is hereby granted.

(2) Applicant shall:

(a) Except for the necessary track work, reconstruct the crossing; and

(b) Bear all the cost of reconstructing the crossing, including the track work, and of installing the automatic signalization ordered herein.

(3) Oregon Electric Railway shall:

(a) Subject to reimbursement by applicant, furnish and install two Commissioner's Standard No. 2B, cantilevered flashing light signals, backlit, equipped with gongs, one set of flashing lights on each cantilevered arm to be installed directly above the center of the inside traffic lane, and supplemented with two Commissioner's Standard No. 4 automatic gate signals; and

(b) Maintain the automatic signalization ordered herein and maintain that part of the crossing area lying between lines drawn two feet outside each rail and bear all the cost thereof.

(4) Marion County shall:

(a) Furnish, install and maintain in appropriate locations two standard advance warning signs, two standard advance warning pavement markers and stop clearance lines at the crossing and bear all the cost thereof; and

(b) Maintain that part of the crossing area lying outside lines drawn two feet outside each rail and bear all the cost thereof.

(5) Oregon Electric Railway shall notify the Commissioner upon completion of the reconstruction project authorized herein.

Made, entered and effective June 6, 1974.

PUBLIC UTILITY COMMISSIONER OF OREGON

Richard W. Sabin
Richard W. Sabin
Public Utility Commissioner

#7866

May 21, 1974

Mr. Thomas Kornelis
Chief, Branch of Land
Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208

Re: Power Line Anchor Conflict
BPA Salem Aluminum Tap Line
Woodburn Intchg.-Hayesville Intchg.
Pacific Highway
Marion County
Project # I-5-5 (36) 260

Dear Mr. Kornelis:

References made to our letter of March 27, 1974, which advised you of a conflict, in the Borrow area for the subject project, with the anchors to your structures SAT 2/7, 2/8 and 2/9. Paragraph two of that letter obligated the State to reimburse Bonneville Power Administration for the relocation or removal of the conflicting anchors.

Our verbal go-ahead of May 13, 1974, to proceed with the work required to remove the anchors from conflict is confirmed.

Reimbursement will be subject only to the review and approval of your estimate of cost for the above work. If further information or assistance is required, please contact this office.

Yours truly,

Jack M. Cartwright
Utility Office Engineer

JMC:kas

bc: G. L. Green, FHWA
R. L. Schroeder
V. E. Skoog
C. O. Fredrickson
C. J. Hall
J. W. Valentine

NOTED
R. L. SCHROEDER

RECEIVED
MAY 22 1974
Office of
Assistant State Highway Engineer

#7864

8

OREGON STATE
HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

May 17, 1974

Gordon H. Ball, Inc.
P. O. Box 897
Renton, Washington 98055

Gentlemen:

Subject: Woodburn Interchange-
Hayesville Interchange Section
Interstate 5

It has become necessary to make a change in the personnel for the subject project. Effective June 1, Mr. C. E. Payton will no longer be the Resident Engineer in charge of Structural work on your project. He will be replaced by Gary Ross, who will assume Mr. Payton's duties and Mr. Ross will be replaced by Mr. Dick Nelson who will be responsible for the grading portion of the project under the authority of Mr. Ed Hall.

We have been very pleased with the work that has been done by Mr. Payton on this project and feel that his ability will better serve the overall operation of the Region by the change in duties proposed for him. Mr. Ross and Mr. Nelson are very capable and we are sure that your operation will proceed in a satisfactory manner with them filling the positions specified.

We are sure that we will get every cooperation from your organization in making this transition smooth and successful.

Very truly yours,

ORIGINAL SIGNED
C. O. FREDRICKSON

C. O. Fredrickson
REGION II ENGINEER

COF:lb

cc: H. S. Coulter
C. T. Keasey

NOTED
H.S.COULTER

RECEIVED
MAY 20 1974
Office of
Assistant State Highway Engineer

7866

May 10, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-5-5(36)250

SUBJECT Request Change Order Approval

Contract 7866, State Force Order No. 12

Project Woodburn Intchge.-Hayesville Intchge.

Highway Pacific

County Marion

The order covers furnishing steel piling from the States storage to provide piling for overdrive at the Labish structure. Due to the limited availability of steel piling, it will be both expeditious and more economical to utilize the State furnished piling.

The estimated total cost of the work to be done under this order is $2,657.40 with Federal participation of $2,391.66. Reimbursement on an actual cost basis is requested.

Attached are copies of a letter from the Resident Engineer which contains the justification of costs.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on December 20, 1973.

Your approval as of December 20, 1973 is requested.

Attach.

JK:js

7866

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

NOTED
H. S. COULTER

DATE May 9, 1974

TO MEMO TO THE FILE

FROM John C. Jenkins
Engineer of Materials

SUBJECT Woodburn-Hayesville Section
Contract 7866

On Monday, May 6, I talked to Dick Hacek about the existence of an insurance policy to cover Utah Highway Department employees during the fabrication of the Gervais and Chemawa structures at Western Steel in Salt Lake City. Our agreement with Utah stated that we would supply insurance with $100,000/300,000 injury and $25,000 property damage coverage.

This coverage has been obtained by the purchase of a rider attached to an existing policy. The rider covers the period October 15, 1973 to October 15, 1975 and cites Contract 7866.

JCJ:gs

cc: H. S. Coulter

RECEIVED
MAY 10 1974
Office of
Assistant State Highway Engineer

7866

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE May 8, 1974

TO C. W. Head — Charles Barrett
John Bond — V. Gallagher

FROM V. E. Skoog, Fiscal Officer, OREDOT
By: R. J. Hacek, Accounting Systems Officer

SUBJECT Gordon H. Ball, Inc.
Contract 7866

Treasurer's Receipts as follows:

1216 (69/70)	$10,000.00
(87/88)	10,000.00
1217(170/182)	13,000.00
1218 (13/16)	20,000.00
1219 (7/9)	15,000.00

have been deposited in lieu of retainage on contract 7866.

A copy of letter and Treasurer's Receipts will be filed (in the contract file) in the Administrative Services Office.

CRP:pl

NOTED
C. W. HEAD

RECEIVED
MAY 9 - 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

May 6, 1974

Donald M. Drake Company
1740 N.W. Flanders Street
Portland, Oregon 97209

Attn: Donald M. Kane, Vice Pres. Finance

Gentlemen:

Reference your letter dated May 1, 1974, please find enclosed Oregon State Treasury safekeeping receipts numbers 1216/1219 covering $68,000.00 in various bonds for account of Gordon H. Ball Inc. in lieu of retainage on State Highway Contract No. 7866.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

cc: Oregon State Highway Division, attn: Dick Hacek
cc: Gordon H. Ball Inc. P. O. Box 897 Renton, Washington 98055

RECEIVED
MAY 8 1974
Contract Accts.

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1216

Received for Account of Gordon H. Ball Inc.
Box 897
Address Renton, Washington 98055

Date May 6, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Union High School District No. 4J	69/70	2	5,000				10,000.00
Building Bond State of Oregon	87/88	2	5,000				10,000.00
7% Dated Jan. 1, 1970							
Due Jan. 1, 1976							
							20,000.00

RECEIVED
MAY 8 1974
Contract Accts.

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7866 ✓

Authority ORS 279.575

Countersigned by _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING
RECEIPT

№ 1217

Received for
Account of Gordon H. Ball Inc.
Box 897
Address Renton, Washington

Date May 6, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
State of Oregon County of Umatilla The City of Pendleton General Oblig. Airport Bonds Dated 1 Jan. 1962 Due Jan. 1, 1976 3%	170/182	13	1,000				13,000.00
							13,000.00

RECEIVED
MAY 8 1974
Contract Accig.

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7866 ✓

Authority ORS 279.575

Countersigned by _____ Deputy Cashier

_____
State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1218

Received for Account of Gordon H. Bell Inc.
Box 897
Address Renton, Washington 98055

Date May 6, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
State of Oregon, County of Clackamas, Clairmont Water Dist. Gen. Oblig. Bonds Dated March 1, 1974 Due Dec. 1, 1978 6%	13/16	4	5,000				20,000.00
							20,000.00

RECEIVED
MAY 8 1974
Contract Accts.

Purpose of Deposit In lieu of retainage on State Highway Contract No. [illegible] 7866

Authority 088 275.575

Countersigned by Mark Crowe Deputy Cashier

Burl A. Mattison
State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1219

Received for Account of Gordon H. Ball Inc.
Box 897
Address Renton, Washington 98055

Date May 6, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
State of Oregon County of Clackamas Clairmont Water Dist. General Obligation Bonds Dated March 1, ; 1974 Due Dec. 1 1976 7%	7/9	3	5,000				15,000.00
							15,000.00

RECEIVED
MAY 8 1974
Contract Accts.

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7866 ✓

Authority ORS 279.575

Countersigned by [signature] Deputy Cashier

[signature] State Treasurer

SPECIAL INSTRUCTIONS

#7866

LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

8

NOTED
H. S. COULTER

326-J

May 7, 1974

Mr. Robert L. Engle
Attorney at Law
345 North Second Street
Woodburn, Oregon 97071

Re: Claim of Mrs. Elsie Weinman

Dear Mr. Engle

In reply to your letter of April 17, 1974, please be advised that the matter has been referred to our insurance carrier, Chubb Pacific Indemnity Group, Lloyd Building, 700 N.E. Multnomah, Portland, Oregon 97232, I suggest that all future correspondence be directly with our insurance carrier.

Sincerely

Jack L. Sollis
Assistant Attorney General

jm
b/cc Chubb Pacific Indemnity Group
Scott Coulter

RECEIVED
STATE HWY ENGR
MAY 9 74
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
MAY 9 1974
Office of
Assistant State Highway Engineer

NOTED
A. E. Johnson

5-9-74
cy Kenney

LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

NOTED
H. S. COULTER

May 7, 1974

Underwriters Adjusting Company
1500 S.E. First Avenue
Portland, Oregon 97201

Re: Your Insured: Marion County
Your Claim No. 131-4B 5213
Your Policy No. 6357728
Claimant: Elsie Weinman

Gentlemen

In reply to your letter of April 26, 1974, addressed to the State of Oregon Highway Department please be advised that a field report is being secured on this matter and will be forwarded to our insurance carrier, Chubb Pacific Indemnity Group, Lloyd Building, 700 N.E. Multnomah, Portland, Oregon 97232. I would suggest that you work directly with our insurance carrier in handling this matter.

Sincerely

Jack L. Sollis
Assistant Attorney General

jm

b/cc Scott Coulter
Chubb Pacific Indemnity Group

RECEIVED
MAY 9 1974
Office of
Assistant State Highway Engineer

5-9-74
ej Kearney

FORM 81-734-3030

NOTED

OREGON STATE HIGHWAY DIVISION

H. S. COULTER TELE: 624-1089

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 3, 1974

AEJ 326

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

TO: H. S. Coulter
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT: Elsie Weinman Complaint
Waconda Road Unit
Woodburn Interchange
Hayesville Section
Pacific Interstate Highway

Two different letters were received relative to Mrs. Elsie Weinman's complaint of flooding on her property southwest of the Waconda Road intersection with the Pacific Interstate Highway. These are, with the first having been referred to this office under assignment 326:

1. Her Attorney, Robert L. Engle of Eichsteadt, Bolland and Engle, April 18, 1974, letter.

2. Marion County's Insurance Company, Underwriters Adjusting Company, April 26, 1974 letter.

Rough drafts to both these letters are attached. Also attached is a sketch map, profile, and cross section.

Highway drainage has not been diverted. These rough draft replies, therefore, disclaim responsibility.

Also attached is my letter to Assistant Marion County Public Works Director, Ted Kuenzi pointing out the difference in size between the County Road culvert and the interstate Highway culvert. That letter and the rough draft reply to the County's insurance company offers to cooperate in sharing information and in any other way that might be our obligation.

Should Mr. Kuenzi contact our Resident Engineer, E. J. Hall and there be further information to report, we will do so.

RECEIVED
MAY 6 1974
Office of
Assistant State Highway Engineer

GWW/elk
Attachs.
cc: C. T. Keasey
E. J. Hall

5-6-74 TAA
REFER TO
Sellis
BY ASST. STATE HWY. ENGR.

Not needed at WRD

May 3, 1974

Eichsteadt, Bolland & Engle
Attorneys at Law
345 North Second Street
P.O Box 355
Woodburn, Oregon 97071

Gentlemen:

Subject: Elsie Weinman Complaint
Waconda Road Unit
Woodburn Interchange-Hayesville Section
Pacific Interstate Highway

Drainage conditions you wrote about April 18, 1974, in behalf of Mrs. Elsie Weinman, have been investigated.

The State Highway Division has not diverted any drainage in the vicinity of Mrs. Weinman's home or property. By necessity, there are roadside ditches that have existed over since the freeway was originally constructed through the area. These roadside ditches were oriented to retain the original drainage pattern.

Our current construction will set these roadside ditches near the right-of-way line but still retaining the original drainage pattern.

You might be interested to know the Local Weather Bureau reports rainfall for this winter as 158 percent of normal. One month has 271 percent. The Weather Bureau also indicated that many storms were more intense and of longer duration than usual. This unusual weather would be reflected in an adnormal amount of run-off.

The same drainage must cross the Waconda County Road just downstream from Mrs. Weinman's property. Therefore, we are taking the liberty of sending the Marion County Public Works Department a copy of this letter. We were indeed sorry to hear that more of Mrs. Weinman's property was flooded this year and that she had to use the sump pump in her basement. But based on the facts relating to highway involvement with this particular drainage area, we must disclaim responsibility to her problem. If we can provide further information, please advise.

Yours very truly,

GWW/elk H. S. Coulter
cc: Ted Kuenzi
C. T. Keasey
C. O. Fredrickson
Underwriters Adjusting Co.

Not needed
C.T.
H.S.C

May 3, 1974

Underwriters Adjusting Company
1500 SW First Avenue
Portland, Oregon 97201

Gentlemen:

Subject: Elsie Weinman Complaint
Waconda Road Unit
Woodburn Interchange-Hayesville Section
Pacific Interstate Highway

Your April 26, 1974, offer to cooperate in sharing information on the subject matter is appreciated.

A copy of our reply to Mrs. Weinman's Attorney, Robert L. Engle of Eichsteadt, Bolland & Engle, is attached. Also attached are a sketch map, profile, and cross section relting to this problem.

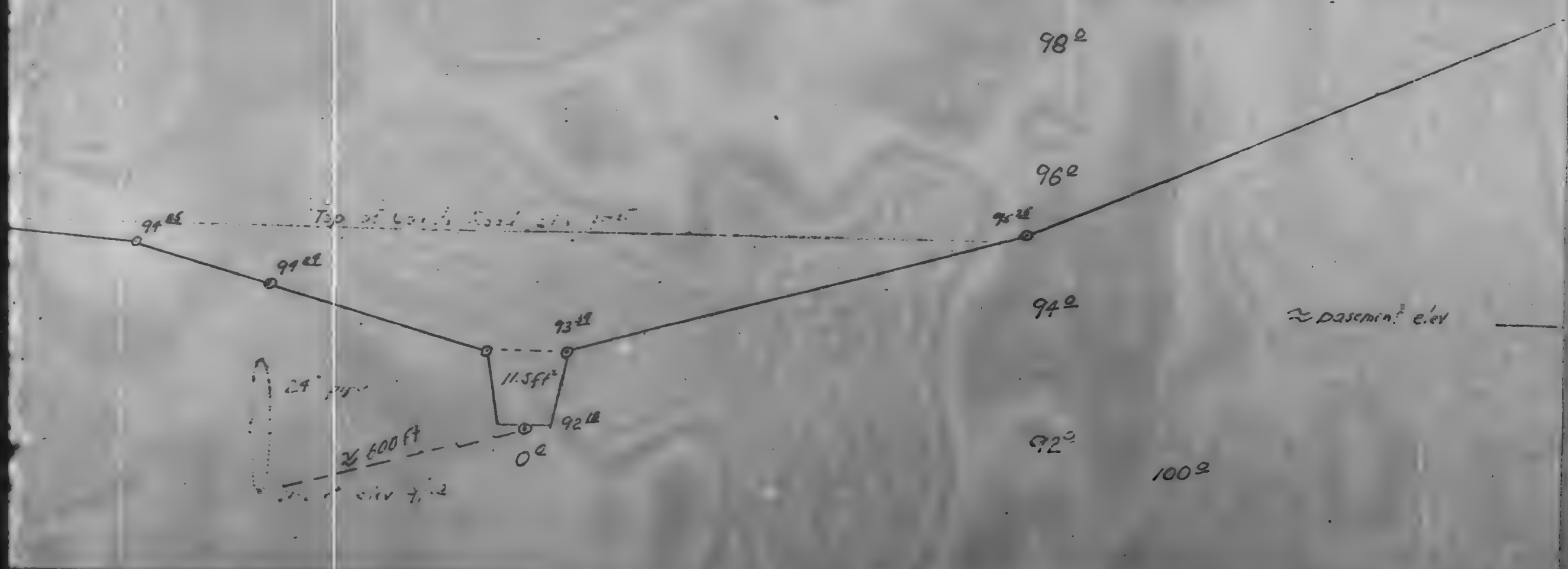
We do call your attention to the culvert under Waconda Road being but 24" in diameter as compared to our 30" diameter upstream culvert. This is not to say that the smaller culvert in any way caused any problem to Mrs. Weinman. But rather it is to call it to your attention.

If we can be of further assistance, please advise.

Yours very truly,

GWW/elk
cc: Ted Kuenzi
C. T. Keasey
C. O. Fredrickson
H. S. Coulter

Section A-A


100
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96
94
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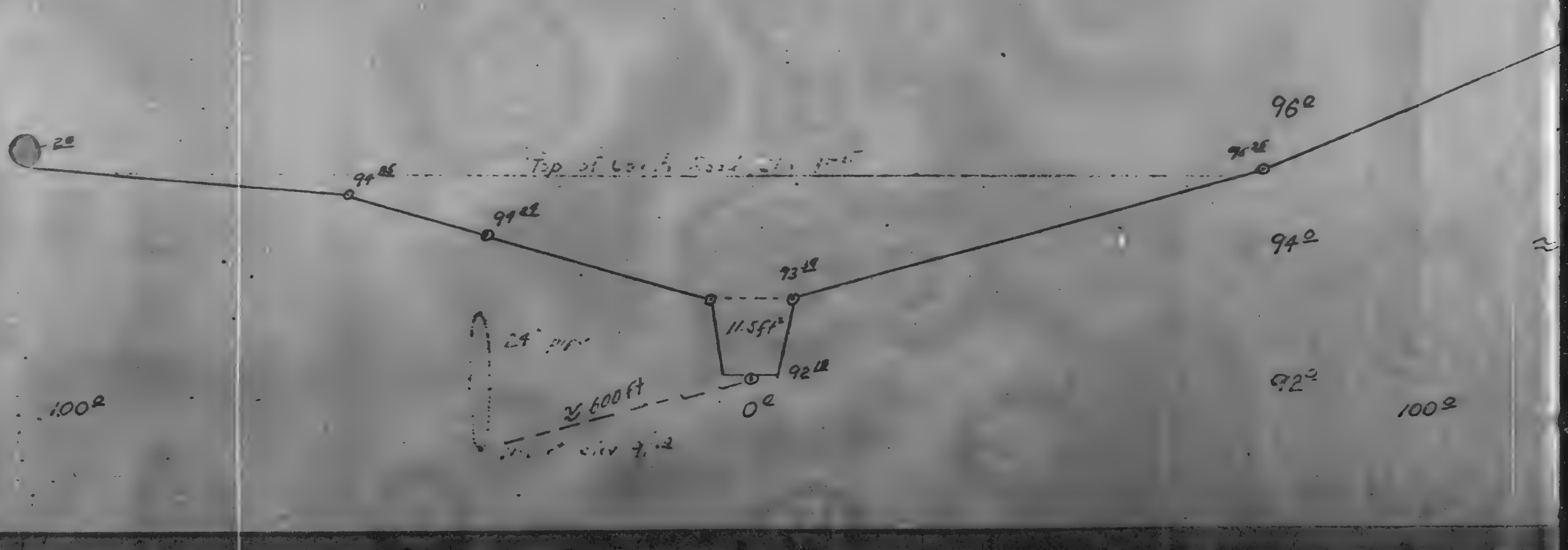
Section A-A


100²
98²
96²
2²
94²⁵
Top of bank Soil
95²⁵
94²²
91²²
94²
93²²
11.5ft²
24' min
92²²
0²
600 ft
100²
92²
100²

Waconda Road & Existing Ditch By The Weinman Res.

Flow

30" Conc.

Flow

Freeway

A

A

House

Flow

Waconda Rd

Waconda Ro
Ditch By

Flow

30' Conc.

Flow

A

A

Fairway

House

Flow

N

Waconda Rd

PROFILE OF EXISTING & TO BE CONSTRUCTED DITCH
ALONG WEST SIDE OF SOUTH BOUND LANES AT WACONDA ROAD

E. J. HALL - RESIDENT ENGINEER APRIL 30, 1974

SCALE: 1" = 200' Hor.
5' Vert.

WACONDA ROAD

30" Culvert

tch before construction

175

170

1518 1522 1526 1530 1534

PROFILE OF EXISTING & TO BE CONSTRUCTED DITCH
ALONG WEST SIDE OF SOUTH BOUND LANES AT WACONDA ROAD

E. J. HALL - RESIDENT ENGINEER APRIL 30, 1974

SCALE: 1" = 200' Hor.
5' Vert.

WACONDA ROAD

30" Culvert

Exist ditch before construction

175

170

1514 1518 1522 1526 1530 1534

OREGON STATE
HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

May 3, 1974

Mr. Ted Kuenzi
ASSISTANT PUBLIC WORKS DIRECTOR
Marion County Courthouse
Salem, Oregon

Dear Mr. Kuenzi:

Subject: Elsie Weinman Complaint
Waconda Road Unit
Woodburn Interchange-Hayesville Section
Pacific Interstate Highway

Attached are rough drafts that are being submitted by this office to reply to Mrs. Weinman's Attorney, Robert L. Engle of Eichsteadt, Bolland & Engle and your insurance company, Underwriters Adjusting Company both relative to the subject matter. Also attached are a sketch map, profile, and cross section.

These letters are self explanatory.

Our investigation discloses a 30" diameter culvert under the interstate highway upstream from Mrs. Weinman's property, but downstream under the Waconda County Road there is but a 24" diameter culvert. This is not to say that the smaller culvert in any way caused any problem to Mrs. Weinman. But rather it is to call it to your attention.

You may want to review this entire drainage situation with our Resident Engineer, E. J. Hall. Please feel free to do so.

If there is any other way that we can cooperate, please advise.

Yours very truly,

Gerald W. Wimer

Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

GWW/elk
Attachs.
cc: Scott Coulter
C. T. Keasey
E. J. Hall

UNDERWRITERS ADJUSTING COMPANY
REGIONAL OFFICE: 100 PINE STREET • SAN FRANCISCO, CALIFORNIA 94111

REPLY TO: 1500 S.W. FIRST AVENUE • PORTLAND, OREGON 97201 / (503) 222-6871

RECEIVED
STATE HWY ENGR
APR 29 74
REFER TO
Coutts
FOR
Insp. | Surveys | R/D | D/R | C.S. | Act | File

April 26, 1974

State of Oregon
Highway Department
Public Service Building
Salem, Oregon 97301

RE: Our Insured: Marion County
Claim No: 131-4B 5213 ← USE THIS NUMBER WHEN REPLYING
D/Loss: 1/74 (?)
Policy No: 6357728
Claimant: Elsie Weinman

NOTED
A. E. Johnson

Dear Sirs:

We are in receipt of a claim against Marion County by Mrs. Weinman relating to flooding which has occurred upon her property at the S. W. corner of the intersection of Waconda Road and Interstate 5, just north of Salem, Oregon. To our knowledge, no such flooding has occurred in that area before resulting in property damage, but Mrs. Weinman is claiming that her damage occurred as a result of the construction of Interstate 5 and the failure on the part of the County to furnish adequately sized culverts for the drainage of water from her property. In other words, she is saying that but for the construction of Interstate 5 a natural water shed would have been maintained, and that by building thereon the natural water flow was disrupted, and that in concert with the construction of the highway the county was negligent in not providing adequately sized culverts for the run-off of water from her property beneath the freeway.

I have not gotten very deeply into this yet, but have requested the County to recheck their records as to any agreements they have with you - or had with you - at the time the Interstate Freeway was constructed as to the installation of culverts and whether you people designated the size and/or location of said culverts, and whether you have knowledge of any prior incidents of this nature in that particular area.

If this matter should continue to the point of litigation

RECEIVED
APR 29 1974
Office of
State Highway Engineer

both the State and County will undoubtedly be named as co-defendants. That we cooperate at an early date in the sharing of our communication regarding this matter will be, I think, to our mutual advantage eventually.

The amount of Mrs. Weinman's damage, or alleged damage has not yet been disclosed by her attorney, Robert Engle, nor has he provided us with an exact date of loss.

I would appreciate hearing from you at your convenience.

Yours truly,

Everett Millard

Everett Millard
Adjuster

EM/jm

COMMISSIONERS
HARRY CARSON, JR., CHAIRMAN
HENRY C. MATTSON
PAT McCARTHY
EXECUTIVE SECRETARY
BRUCE DENNIS
LEGAL COUNSEL
FRANK C. McKINNEY

TELEPHONE 588-5212
AREA CODE 503

MARION COUNTY
BOARD OF COMMISSIONERS
COURTHOUSE
SALEM, OREGON 97301

RECEIVED
APR 24 1974
LEGAL

NOTED
JACK L. SOLLIS

April 23, 1974

Mr. Jack Sollis
Assistant Attorney General
Department of Transportation
100 State Office Building
Salem, Oregon 97310

Re: Elsie Weinman v. Marion County

Dear Jack:

Please find enclosed herewith a copy of a claim by Mrs. Elsie Weinman which was received by the Marion County Clerk this date. Also enclosed are copies of my letter to the Insurance Carrier and the Department of Public Works.

It appears from her claim that her damages, if any, are a direct result of the construction of Interstate 5. I have been informed that that construction was planned and performed by the Oregon State Highway Department, predecessor to the present Department of Transportation.

I would appreciate it if you could inform the Highway Division and their insurance carrier since, in the event a lawsuit results, we will call upon the State to carry their fair share for dumping excessive water on the complainant's property.!!!

Very truly yours,

Frank

Frank C. McKinney
Marion County Legal Counsel

FCM:ht

Enclosures

RECEIVED
APR 29 1974
Office of
Assistant State Highway Engineer

April 23, 1974

Eecke & Wadsworth Insurance
130 High Street
Salem, Oregon 97301

Re: Elsie Weinman v. Marion County

Dear Sir:

Please find enclosed herewith a copy of a certified mail letter which was received by the Marion County Clerk this date. I am likewise forwarding a copy to the Department of Public Works and asking them to furnish this office the facts involved in this claim. Also, I am sending a copy to Mr. Jack Sollis, Assistant Attorney General, Department of Transportation, since the individual's claim relates to the construction of Interstate 5 by the State.

Very truly yours,

Frank C. McKinney
Marion County Legal Counsel

FCM:ht

Enclosure

cc: Board of Commissioners
Bruce Prosser
John Anderson
Jack Sollis

April 23, 1974

COPY

TO: John Anderson

FROM: Frank C. McKinney

RE: Elsie Weinman v. Marion County

Please find attached a copy of a claim from the above-named individual concerning the flooding of her property. Could you please investigate the same and have the facts reported to this office. Also attached is a copy of my letter to our insurance carrier.

FCM:ht

Attachments

cc: ✓Jack Sollis

EICHSTEADT, BOLLAND & ENGLE
ATTORNEYS AT LAW
846 NORTH SECOND STREET
P. O. BOX 385
WOODBURN, ORE. 97071

HAROLD A. EICHSTEADT
MARVIN O. BOLLAND
ROBERT L. ENGLE

TELEPHONE
981-0161
AREA CODE
503

April 18, 1974

VIA CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Administrator
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Claim of Mrs. Elsie Weinman

Dear Sir:

Please be advised that this office represents Mrs. Elsie Weinman, who owns property on the Southwest corner of the intersection of Waconda Road with Interstate 5, being in the vicinity of the right-of-way purchased by you in your file No. 20893.

Mrs. Weinman's claim relates to considerable flooding which has occurred upon this property as a result of road construction. A considerable portion of this property is flooded during wet times of the year and it is now necessary to use a sump pump in the basement of the house due to inadequate culverts which were placed for the removal of the runoff water.

This letter constitutes notice of the claim which will be made for damages occurring to Mrs. Weinman's property as the result of the diversion by the State Highway Department of runoff water and the changing of the natural flow of said runoff water to divert the same upon Mrs. Weinman's property.

A monetary claim will be filed as soon as we have determined the amount of the losses sufferred by Mrs. Weinman.

Yours truly,

ROBERT L. ENGLE

RLE:vrr

RECEIVED
STATE HWY ENGR
APR 22 74
REFER TO
FOR
Info | Invest | Ltr | Dir | Sign | Act | File

RECEIVED
APR 24 1974
Office of
Assistant State Highway Engineer
NOTED
A. E. JOHNSON

Rec: 4-22-74

EICHSTEADT, BOLLAND & ENGLE
ATTORNEYS AT LAW
848 NORTH SECOND STREET
P. O. BOX 388
WOODBURN, ORE. 97071

HAROLD A. EICHSTEADT
MARVIN O. BOLLAND
ROBERT L. ENGLE

TELEPHONE
[redacted]
AREA CODE
503

April 17, 1974

VIA CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Marion County Clerk
Marion County Courthouse
Salem, Oregon

Re: Claim of Mrs. Elsie Weinman

Dear Sir:

Please be advised that this office represents Mrs. Elsie Weinman who owns property at the southwest corner of the intersection of Waconda Road and Interstate 5.

Mrs. Weinman's claim relates to flooding which has occurred upon her property as a result of the construction of Interstate 5 and the failure on the part of the county to furnish adequately sized culverts for the drainage of water from her property. The undersized county culvert causes water to back up on her property.

This letter constitutes notice of the claim which will be made for damages occurring to Mrs. Weinman's property as a result of the failure on the part of the county to provide an adequate channel for the runoff water.

A monetary claim will be filed as soon as we have determined the amount of the losses sufferred by Mrs. Weinman.

Yours truly,

ROBERT L. ENGLE

RLE:vrr

7866

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

May 6, 1974
Salem, OR 97310

To: C. W. Head, Manager
Management Services

B U I L D I N G

SUBJECT: Crossing Agreement
Woodburn Intch.-Haysville Intch. Sec.
Pacific Highway (I-5)
Marion County
Contract No. 7866
R/W File 47643

The State's fully executed counterpart of the Easement and Construction Agreement, for the Chemawa Road Grade Crossing, Crossing No. C-723.52, on the Woodburn Interchange-Haysville Interchange Section of the Pacific Highway in Marion County has been handed to Velda DeQuire in Right of Way for the processing. After this processing is complete the original document will be forwarded to you for your files.

The Construction Section will be required to conform to Sections 15 and 18 of the Agreement. The Accounting Section will ultimately be required to audit the bill from the Railroad and reimburse the railroad for all expenses incurred by them under this agreement as outlined in Sections 13, 16 and 17 and Exhibit "B" of the Agreement. All Section heads should further review this agreement to acquaint themselves with the responsibilities their sections must bear in fulfillment of this agreement.

If this agreement is recorded in Marion County Public Records, the recording information should be forwarded to Southern Pacific Transportation Company.

Distribution of conformed copies has been made as indicated below.

J. E. Chidsey
Railroad & Utility Engineer

JEC:jrk
Enc.

cc: H. S. Coulter
C. T. Keasey w/copy agmt.
V. E. Skoog "
J. L. Sollis "
J. B. Boyd w/original agmt.
C. O. Fredrickson w/copy agmt.
E. J. Hall w/copy agmt. NOTE: please forward your copy agmt. to Dist. Engineer upon completion of project.
J. W. Valentine w/copy agmt.

NOTED
FRAN NEAVOLL

NOTED
C. W. HEAD

1166

April 8, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Project No. I-5-5(38)260
Woodburn-Hayesville Section (R.O.W.)
File 47848 - Biggins

We hereby request your authorization to proceed with the actual acquisition of the above listed parcel on the subject project. The permanent easement to be acquired is necessary to alleviate a concentrated high runoff of storm drainage resulting from the additional construction currently under contract on this section of the interstate.

Enclosed is a copy of Mr. Oakes' memo of April 3, 1974, with attachments, which provides additional information, the estimated cost of the property and sketch maps outlining in red the area to be acquired.

CL:lsk

cc: J. R. Oakes
R. H. Chase
M. Mitchell

Form FHWA 121 (Rev. 5-73)

5

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 5, 1974

In reply refer to: 10-41-EC2

SUBJECT: Oregon Project I-5-5(-)
Woodburn Interchange-Hayesville Int.Sec.
State Furnished Rose Plants

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Based on the information furnished in Mr. Hunter's March 27 letter on the above subject we feel that it would be in the Public interest to arrange for the State furnished rose plants to be used in the landscaping of the subject section. It is understood that Federal participation will be limited to their actual cost as they are accepted on the project.

G. L. Green

A. E. Johnson

RECEIVED
HWY ENGR
APR 8'74
REFER TO
FOR
Orig
Dist
Sec
Act
File

7866

To Klaboe for info.s

NOTED
E. S. HUNTER

Con 16
Copy to — I 305

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

RECEIVED
APR 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE April 2, 1974

TO MEMO TO THE FILES

FROM D. N. Stoudenmeyer, Preliminary Design Supervisor

NOTED
A. E. JOHNSON

SUBJECT Chemawa Interchange
Interstate 305
Marion County

1 Versteeg
2 A. Olson
3 Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
APR - 3 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

Recently we were asked to reply to several questions concerning the proposed Chemawa Interchange and the I-305 structures nearby. The questions were:

NOTED
A. E. JOHNSON

1. Analyze the need for Chemawa Interchange without I-305.

NOTED
E. S. HUNTER

The need for the Chemawa Interchange is as great without as with the I-305 Freeway. It would provide considerable relief for the congested Hayesville Interchange to the south. It also would provide a major access for the Hazel Green area to the east and the Keizer area to the west. Chemawa Road is planned to be developed as a major arterial by Marion County and is included in the S.A.T.S.

2. Can I-305 structures be used for a local road undercrossing?

There is no local road near that could logically use the I-305 structures for an undercrossing.

RECEIVED
STATE HWY ENGR
APR 1974
REFER TO
FOR

3. Could an interchange be constructed at the I-305 structures and meet standards?

Yes, but the crossroad would have to be aligned to connect to Chemawa Road.

4. Is there a need for a local road undercrossing at the I-305 structures?

There appears to be little use for the I-305 structures without the proposed freeway due to the proximity of the Chemawa Road structure. An undercrossing for a local road appears unnecessary unless used as an access road for a future park located on each side of I-5. Such a connection would run into difficulties with the Chemawa Interchange ramps requiring additional structures and grade changes.

DNS:we

FORM 732

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE February 27, 1974

TO E. S. Hunter, Assistant State Highway Engineer

FROM J. H. Versteeg, Road Design Engineer

SUBJECT Chemawa Interchange
I-205
Marion County

Estimates have been prepared for the two structures on I-5 at I-305. If constructed with the present contract, it will cost $1,468,900 which consists of the structures and accompanying detours.

If deleted from this contract and not constructed until 1977, it will cost $2,495,100. This million dollar difference is due to inflated prices and more costly detours. There is presently a detour in for the railroad structure construction which can be used if the structures are built now but which will be gone in the future.

A copy of the estimate is attached.

DNS:jh
cc: C. O. Fredrickson

Form E-40

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

I-5 Fwy - I-205 Structures (NB & SB) in Contract
Woodburn - Hayesville Int.
Marion Co.

2-25-74 VK

NOW —

Estimated cost of remaining Traffic detouring work
(Const. Structures with existing contract)
TOTAL CONST. $ 172,000

FUTURE — (in 3 yrs.)
Estimated cost of Traffic detouring work in future
(if Structures were Const'd with I-205 Fwy.)
Based on 1974 Total Cost of $ 381,000 projected
@ 6% increase per yr. 1977 TOTAL CONST. $ 450,000

Structures (2)

1973 Contract: Total $ 1,296,900
1974 = 26% Increase $ 1,636,100 projected
@ 8% increase per yr. 1977 TOTAL $ 2,045,100

COST ESTIMATE

Const. Structures w/existing Contract $ 1,468,900

Const. Structures in future (1977) w/ I-205 Fwy. project $ 2,495,100

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 20, 1974

FILE:

FROM: C. T. Keasey
Construction Engineer

TO: E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Effect of Deletion of I-305 Structures from the Woodburn Intch.-Hayesville Intch. Contract Pacific Highway Contract No. 7866

Attached is a review of the effect on the subject contract if the structures intended for the connection with I-305 just south of Chemawa Road were deleted at this time.

The Chemawa Interchange structure is too far along to make any major revisions in that structure for the deletion of the additional widths for ramps under the structure. Deletion of the I-305 structures would result in a savings of approximately $1,130,000.00. This, of course, is only the saving on the current contract and does not in any way reflect the expected additional cost of installing the structures at some future date. It is possible that the completion of this project could be advanced by approximately one year if these structures were deleted.

Hold for report from Veseteg.

CTK:fr

Att.

cc: H. S. Coulter
C. O. Fredrickson

Contractor plans to start work on structures (30) April 15th

RECEIVED
FEB 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM S-W

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE February 15, 1974

TO C. O. Fredrickson
Region Engineer

ATTN G. W. Wimer
Region Const. Eng.

FROM E. J. Hall
Resident Engineer
By Ronald Busey
Asst Res. Eng.

SUBJECT Deletion of I-305 Structures
Woodburn Intchg - Hayesville Intchg
Pacific Highway
Contract 7866

This is an analysis of the results of the possible deletion of the I-305 structures just south of Chemawa road.

First there would be no change in grades. The stage I fill and much of the surfacing aggregates is completed in this area on the northbound side. The grading is also about 80% complete in this area on the southbound side. By leaving the grades as planned it would make possible the future construction of I-305 using the same basic plan as presently scheduled. Also it would save the work done to date.

The Chemawa structure is too far along to make any major revisions. The footings and abutments are completed and the fills are up to grade. Also the beams and much of the other material has been fabricated. I would recommend we finish this structure as per plans and the design of the future interchange legs remain the same. This would make possible the completion of the interchange as presentally designed, should I-305 be constructed at some future date. Also there is public support locally to make an interchange at this location.

In breaking down the costs at contract prices I find it would be possible to save about 1.13 million dollars, depending on the salvage value of materials already committed to the project. Included is a report from Ed Peyton on the material status of I-305 and the construction status of the Chemawa structure.

The major advantage to the state, aside from the considerable monetary savings, would be time. It is feasible that the completion of the contract could be advanced one year. The contractor on his latest schedule expects to complete I-305 structures by September 15, 1975. This could mean that the completion of the southern portion of the project would be put

over until the summer of 1976. If I-305 were eliminated and the schedule remains close to the same the SPRR structure would be completed early in July, 1975. This would allow at least three months in which to complete all other work. There is a possibility of accelerating the schedule on SPRR if I-305 is eliminated and stage I detour could be shortened.

The major problem created by elimination of the I-305 structures would be the increase in the amount of borrow required to complete the fills south of Chemawa Road. It would require an additional 7500 cubic yards to fill the area occupied by the I-305 structures and would eliminate the 34,000 cubic yards of general excavation at the structures. We may be able to get this material by reopening the Austin borrow. This will have to be investigated. If we have to get the material from the Barnick borrow it will cost about 24 cents a yard in additional haul costs.

Following is a breakdown of costs. These figures are bid prices. No negotiations have been made with the contractor so we do not know what the loss of this amount of work will mean to him in lost profits.

CREDITS

Cost of Structures (From contract)	$1,296,894
General Excavation at Structures 34,000 c.y.	$ 17,000
Permanent Conc. Barrier 650 lin. ft.	$ 7,150
Misc. Items (Temp. Med. Barrier, Inlets, Earthmounds, Paved slopes, etc.)	$ 20,000
TOTAL	$1,341,044

ADDITIONAL COSTS

Chemawa cross over detour (1920 C.Y. @ $3.50/C.Y.=$6,720 less $1.05/C.Y. credit for use as embankment= $2,016)	$ 4,704
Borrow exc. (To replace gen. exc. lost at structure)	$ 35,700
Borrow exc. (To fill to grade at structure)	$ 7,500
Additional P.C.C. pavement 700 C.Y. @ $31.00 C.Y.	$ 21,700
Additional A.C. pavement 2,350 tons @ $6.52 ton	$ 15,322
TOTAL	$ 84,926
TOTAL DIFFERENCE	$1,256,118
Less 10% for committed materials and contractors costs	$ 126,118
TOTAL REDUCTION IN CONTRACT	$1,130,000

There is about $220,000 worth of materials committed to this project. Nearly all this could be used elsewhere and so the actual loss to the contractor should be minimal. As Mr. Peyton explains in his accompanying report, there may be a substantial claim from the suppliers and sub-contractors due to the loss of anticipated work. If we take 10% off the total 1.25 million dollars difference we still realize a reduction in the contract of 1.13 million dollars.

I-305 Structures 7855C & 7855D
Material Committed to Project

Listed below is information pertaining to I-305 structures no. 7855C & 7855D. Estimated status at this time.

MATERIALS COMMITTED AT THIS TIME

1. Prestressing Steel (300,000 lbs) & Accessaries
2. Misc. Metal
   - A. Armored corners
   - B. Catch basin drains & pipes
   - C. Water stops
3. Reinforcing steel
4. Conc. Piling. (Not fabricated)

Undoubtably the items 1, 3, & 4 could be eliminated without causing a hardship on the contractor or his supplier.

Bid item no. 197 for bridges 7855C & 7855D prestressing steel, is 38 percent of the subcontract for post tensioning on contract 7866. Elimination of this bid item undoubably would unbalance the contractors bid for post tensioning.

Contract costs for brs. 7855C & 7855D are $732,099 & $564,795 respectivly.

Subcontractor for bridges, Donald M. Drake, has stated that elimination of I-305 structures would have to be analysed carefully to determine the impact concerning their subcontract.

Elimination of these structures could help their C.P.M. and allow completion of their subcontract in 1974, with the possible exception of br. no. 7854C, SPRR Structure, stage III.

Bridge no. 7855B, Chemawa U'Xing has footings and abutments constructed, so is committed to be constructed per plan.

7466

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 27, 1974

Mr. Thomas Kornelis
Chief, Branch of Land
Bonneville Power Administration
P. O. Box 3621
Portland, OR 97208

Power Line Anchor Conflict
BPA Salem Aluminum Tap Line
Woodburn Intch.-Haysville Intch. Sec.
Pacific Highway
Marion County
Porject No. I-5-5(36)260

Dear Mr. Kornelis:

Bids were received by the Oregon Transportation Commission on the above-titled highway project on March 8, 1973. Anchors to BPA Structures SAP 2/7. 2/8 and 2/9 are in conflict with the use of a construction barrow area westerly of the highway between Stations 1819+00 and 1830+00 and adjacent to Ridge Road. The anchors can be reinstalled after the barrow is complete and the area sloped to the right of way line along Ridge Road.

The above anchors are located on private property, therefore, the cost of their removal and reinstallation is reimbursable. Reimbursement is made pursuant to State policies and procedures, the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated June 28, 1973, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a cost estimate and sketch map for all the work to be done and include therewith a time schedule for accomplishing the relocation work and the estimated date of completion to Mr. James W. Valentine, 2960 East State St., Salem, OR 97310, phone 378-2626, at the earliest possible date in order to avoid delay in the construction of this project.

NOTED
R. L. SCHROEDER

RECEIVED
MAR 2 8 1974
Office of
Assistant State Highway Engineer

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Also, in submitting your sketch map, please identify the information submitted by reference to this letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, E. J. Hall, 2111 Front St., N.E., Salem, OR 97303, phone 378-8135, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Hall. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Valentine.

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:jrk
Enc.

cc: G. L. Green
K. L. Schroeder
J. H. Versteeg (3)
V. E. Skoog
R. P. Hamilton
C. O. Fredrickson
E. J. Hall
J. W. Valentine

7866

bc: H. S. Coulter
C. T. Keasey
J. B. Boyd
J. L. Sollis
C. W. Head
C. O. Fredrickson
E. J. Hall

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 25, 1974

Southern Pacific Transportation Co.
324 Union Station
Portland, OR 97209

Attn: E. A. Kendrew

Crossing Agreement
Crossing No. C-723.5
Woodburn Intch.-Hayesville Intch. Sec.
Pacific Highway (I-5)
Marion County
Contract No. 7866
SPTC File GM083047
R/W File 47643

Dear Sir:

Enclosed are the duplicate counterparts of the Crossing Agreement and Easement Indenture between the Southern Pacific Transportation Company and the State of Oregon, by and through its Department of Transportation, Highway Division, calling for the construction of the Chemawa Road Grade Crossing of the Southern Pacific tracks on the Woodburn Interchange-Hayesville Interchange Section of the Pacific Highway in Marion County. This agreement was approved by the Chairman of the Oregon Transportation Commission and signed by the Administrator and State Highway Engineer on March 13, 1974.

Please have this agreement executed by your principals, and upon execution by them have one copy returned to me for our files.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

RECEIVED
MAR 26 1974
Office of
State Highway Engineer

NOTED
H.S.COULTER

JEC:jrk
Enc.

cc: Southern Pacific Trans. Co.
San Francisco

7866

RECEIVED
STATE HWY ENGR
APR 1274
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

April 8, 1974

The Honorable Harvey Akeson
1627 N. E. 126th
Portland, Oregon 97230

Dear Harvey:

I referred your comments on the lighting on the segments of the State Highway system between Salem and Portland to the Highway Division for review.

Lighting on this section was turned off at the end of the construction season last fall. The accident record through this section has not indicated any problem because of the lack of lighting, as the majority of accidents occurred when no construction activity was present on this section.

The lighting was restored on the section under construction between the Woodburn Interchange and the Hayesville Interchange on February 14, and was kept on during the hours of darkness until the windstorm on March 1 did a considerable amount of damage, necessitating turning off the lights to effect repairs. These repairs are now under way, and it is estimated the lights will be turned back on approximately April 1.

The other section under construction lies between the Hubbard Interchange and the Woodburn Interchange, and an extensive upgrading last fall brought it to a condition equal to, or better than that which existed before the construction activity took place. These lights have not been reactivated, and it is not anticipated they will be necessary until construction activity begins. The contractor estimates he will return to work approximately April 1, and the illumination will be restored as the construction activity warrants.

The lighting on these two sections of highway is of a temporary nature, and was installed only to provide for the safe passage of traffic during periods when construction activity caused hazards which would not normally exist. It is not anticipated these lights will be left in place after the construction activity is completed. The Highway Division is giving every consideration to the safety of the traveling public and appreciates your interest.

Sincerely,

NOTED
MARIE STEPHENS
by Frahjchsen
4-10-74

1866

March 28, 1974

F. B. Klaboe - Ext. 6516

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION

174-K

The Honorable Harvey Akeson
Joint Ways and Means Committee
Room 117, State Capitol Building
Salem, Oregon 97310

Dear Mr. Akeson:

Your comments on the lighting on the segments of the State Highway system between Salem and Portland were referred to the Highway Division for review.

I am sure you are aware the lighting on this section was turned off at the end of the construction season last fall. The accident record through this section has not indicated any particular problem because of the lack of lighting as the majority of accidents occurred when no construction activity was present on this section.

The lighting was restored on the section under construction between the Woodburn Interchange and the Hayesville Interchange on February 14 and was kept on during the hours of darkness until the windstorm on March 1 did a considerable amount of damage, necessitating the turning off of the lights to effect repairs. These repairs are now under way and it is estimated that the lights will be turned back on approximately April 1.

7666

[redacted].

The other section under construction lies between the Hubbard Interchange and the Woodburn Interchange, and an extensive upgrading last fall brought it to a condition equal to or better than that which existed before the construction activity took place. These lights have not been reactivated, and it is not anticipated that they will be necessary until construction activity begins. The contractor estimates that he will return to work approximately April 1, and the illumination will be restored as the construction activity warrants. +7693

The lighting on these two sections of highway is of a temporary nature and was installed only to provide for the safe passage of traffic during periods when construction activity caused hazards which would not normally exist. It is not anticipated that these lights will be left in place after the construction activity is completed. The Highway Division is giving every consideration to the safety of the traveling public and appreciates your interest.

bc: George M. Baldwin

bbc: A. E. Johnson
H. S. Coulter
C. T. Kessey
C. O. Fredrickson
Floyd Lacey
E. J. Hall

COF:elk cm

3.7.74 Akeson to Highway

SENATE COMMITTEE
WILLIAM HOLMSTROM, CHAIRMAN
BETTY ROBERTS, VICE CHAIRMAN
L. W. NEWBRY
EDWARD N. FADELEY
BILL STEVENSON
FRED W. HEARD
JACK D. RIPPER

HOUSE COMMITTEE
PHILIP D. LANG, CHAIRMAN
KEITH D. SKELTON, VICE CHAIRMAN
STAFFORD HANSELL, Vice Chrm.
HARVEY AKESON
ROBERT C. INGALLS
WILLIAM McCOY
MARY ROBERTS
Les AuCoin

JOINT WAYS AND MEANS COMMITTEE

FIFTY-SEVENTH LEGISLATIVE ASSEMBLY

ROOM 117, STATE CAPITOL BUILDING

FLOYD J. SOULD, EXECUTIVE SECRETARY

SALEM

Highway
for reply
FEB 11 '74

February 4, 1974

The Honorable Tom McCall
Governor of the State of Oregon
Capitol Building
Salem, Oregon

Dear Governor McCall:

I urge you in the strongest possible way to direct the Highway Division to restore lighting to those segments of the state highway system which are a serious hazard to motorists. One section in particular is that portion of Interstate Highway now under construction between Portland and Salem. The combination of construction, inclement weather and daylight savings time presents an extraordinary hazard to early morning commuters. Although a reduced speed limit and added state police patrol has alleviated the condition to some degree, I believe that lighting during the winter months is absolutely essential to health and safety.

The hydroelectric shortage last fall warranted many conservation efforts, but even then failure to reduce severe risks during periods of darkness and bad weather could be questioned. Now, at a time when exportation of abundant hydroelectric energy is being considered, failure to illuminate extremely hazardous areas may be considered negligence.

Please give what I consider to be a dangerous situation your earliest attention.

Very truly yours,

Harvey Akeson

Representative Harvey Akeson

RECEIVED
MAR 11 1974
Office of
Assistant State Highway Engineer

RECEIVED
ST HWY ENGR
MAR 8 '74
REFER TO
Coulter
FOR
Info | DIR | Sign | Act | File

RECEIVED
MAR 11 1974
Office of
Assistant State Highway Engineer

7411

Form 81-734-5030

Routing: Keasey | Scofield | Glenn

RECEIVED MAY 1 1974

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE — Salem, Oregon — April 30, 1974 — CONSTRUCTION SECTION

FILE: 624-1089

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

TO: C. T. Keasey
CONSTRUCTION ENGINEER

SUBJECT: Bell Boy Communications
Woodburn Interchange
Hayesville Section
Pacific Interstate Highway

Resident Engineer, E. J. Hall and his Assistant, Gary Ross have repeatedly made known the need for improved communications with Engineering Personnel on the Woodburn interchange-Hayesville section. This is a large complex project.

Better communications would improve efficiency, lower cost, and help morale.

Therefore, it would be appreciated if you would approve and forward through channels to the telephone company, the attached request for three bell boys on a monthly basis. An anticipated 6 months usage is estimated to cost $351.00. There will be no difficulty amortizing this cost.

NOTED
H. S. COULTER

ok'd to Stuver FHA

Approved 5-3-74
C. T. Keasey
Acting Asst. State Hwy. Engr.

for 60 day trial - Report at 30 days and 60 days on amount and type of useage for justification

cy Coulter Wimer

GWW/elk
cc: E. J. Hall
Attach.

624-1039

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

REGION 2 ENGINEER
RECEIVED
APR 26 1974
RE | RCE | RME | RTE | ROE
ULE | GEO | YA | FILE

DATE April 24, 1974

TO C. O. Fredrickson
Regional Engineer

Attn: Gerry Wimer
Region Const. Eng.

FROM Gary Ross
Gary Ross
Asst. Resident Engineer

SUBJECT BELL BOY

We have investigated the costs involved in obtaining the Bell Boy paging units on a rental basis of $19.50 a month. This is a small transistor unit that is worn on a belt and when a number is dialed the unit sounds a beep. This notifies the wearer that he is to go to a telephone and call the office.

We feel that there is a need for three of these units for our project. Two would be given to inspectors and one to the man overseeing the survey crews. Since there are telephones at Hayesville, Brooks, and Woodburn these men would be no further than 4½ miles from a phone. This would save useless running of supervisors looking for these men, as well as make contact time much quicker, for a savings in fuel.

If this proposal meets with your approval please note that we would like to give them a trial for 60 days and if satisfactory we will use them through the construction season.

Total costs would be 3 units @ $19.50/mo.=$58.50 a month for a six month period this would be $351.00.

78L6b 8 4-26-74 5

Gordon H. Ball
A DILLINGHAM COMPANY
300 CAMILLE AVENUE DANVILLE CALIFORNIA 94526
TELEPHONE (415) 935-2650

HEAVY EQUIPMENT, FLEET AUTO AND COMPREHENSIVE GENERAL LIABILITY (PL/PD) LOSS REPORT

In the case of serious or extensive losses telephone Loss Control Department immediately

Accident Report Number 513-740-73

OJECT, INT VENTURE, VISION

Name Gordon H. Ball, Inc. Address P.O. Box 513, Salem Phone 393-3260
Date of Accident 4-26-74 Time ____ a.m. 3:40 p.m. Location SPRR NB Lanes
Description of Accident: G.H.B. truck parked near work area and State employee in State P.U. backed into right front fender.

OLICE

Reported to ___ yes X no Where ____ When ____
By Whom ____

ERSONS NJURED

1) Name ____ Age ____
Address ____ Phone ____
Employed by whom? ____ Where, when injured? ____
Doctor's Name ____ Hospital Name ____
Describe Injuries:

N/A

2) Name ____ Age ____
Address ____ Phone ____
Employed by whom? ____ Where, when injured? ____
Doctor's Name ____ Hospital Name ____
Describe Injuries:

OMPANY AUTO R EQUIPMENT NVOLVED

Equipment No. 2-654 Serial No. ____ License No. CEJ-801
Make, Model 3/4 Ton P.U. Year 1970 State License Oregon
Owner's Name Gordon H. Ball, Inc. Operator/Driver Name Paul Agee
Employee No. ____ Address P.O. Box 513, Salem Phone ____
Company employee involved, immediate supervisor W.A. Brown
Description of Damages:
Minor bent right front fender
Estimated Damages $50.00

Equipment No. ____ Serial No. ____ License No. ____
Make, Model ____ Year ____ State License ____
Owner's Name ____ Operator/Driver Name ____
Employee No. ____ Address ____ Phone ____
Company employee involved, immediate supervisor ____
Description of Damages:

Estimated Damages ____

AMAGE TO OPERTY F OTHERS

1) Type of Proper., Damaged (Home, Auto, etc.) Auto
Owner's Name Oregon State Highway Address 2111 Front street Phone 378-8135
If Auto, Make ____ Year ____ License No. E-103402 State Oregon
Driver's Name Steve Carlson Address ____ Phone ____
Is owner or driver company employee? Owner ___yes X no Driver ___yes X no
Employee's immediate supervisor ____
Where can property be inspected? ____ Est. Damages ____
Damage Description:

Left rear fender on State P.U. bent in

2) Type of Property Damaged (Home, Auto, etc.) ____
Owner's Name ____ Address ____ Phone ____
If Auto, Make ____ Year ____ License No. ____ State ____
Driver's Name ____ Address ____ Phone ____
Is owner or driver company employee? Owner ___yes ___no Driver ___yes ___no
Employee's immediate supervisor ____
Where can property be inspected? ____ Est. Damages ____
Damage Description:

VITNESSES

1) Name Paul Agee Address P.O. Box 513, Salem Phone 393-3160
2) Name ____ Address ____ Phone ____
3) Name ____ Address ____ Phone ____

IGNATURE

Immediate Supervisor/Foreman ____ Title Office Mgr. Foreman No. ____
Date Report Prepared 4-26-74 Date Signed 4-29-74 Project Mgr. Initials ____

POLICY INFORMATION (To be completed by Home Office)

Policy No. ____ Policy Period ____ to ____
Coverages: Vandalism ____ Theft ____ Collision ____ B. I. ____
P.D. ____ Other ____
Insurance Company ____ Insurance Broker ____

COMMENTS:

DRIVER LICENSE NO 1307066 — AT THE TIME OF ACCIDENT? yes

YEAR AND MAKE VEHICLE 69 Chev — BUS PHONE NO — RES PHONE 393-5986

LICENSE NO E-103402 — TYPE 1/2 ton truck — STATE IDENT NO 69-106

WHERE IS VEHICLE LOCATED? 2111 Front St. — ODOMETER READING 5 mi. — TRAILER ATTACHED? no

REGISTERED OWNER Gordon H. Ball, Inc.

ADDRESS P.O. Box 513 Salem Oregon — DRIVER'S LICENSE NO —

DRIVER Paul Agee — OCCUPATION construction Highway

ADDRESS — EMPLOYER'S LICENSE NO —

MAKE VEHICLE 3/4 ton P.U. — OCCUPATION Grade foreman

WAS CAR INSURED? YES ☐ NO ☐ — COMPANY open bed pickup — LICENSE NO CET-801

AGENT — ADDRESS Owner says they are self insured, no claim will be Made.

DATE 4/26/74 HOUR 3:30 AM (PM) — PLACE off

DIRECTION OF STATE VEHICLE NO 1 — CITY NEAREST

WHAT WERE YOU DOING? backing up — DIRECTION OF OTHER VEHICLE NO 2 parked

WHAT WAS OTHER VEHICLE DOING? it was parked

DAMAGE TO STATE VEHICLE (DESCRIBE) 2 minor dents just above tail light — INDICATE DAMAGE

DAMAGE TO OTHER VEHICLE (DESCRIBE) a crease in the passenger side of front fender. — ESTIMATE $50.00 — NO 1

TYPE AND CONDITION OF ROAD PAVED ☐ OTHER ☒ WET ☐ DRY ☐ MUD ☐ ICE ☐ SNOW ☐

WEATHER: CLEAR ☒ CLOUDY ☐ RAIN ☐ SNOW ☐ FOG ☐

VISIBILITY: ☒ DAYLIGHT ☐ DARK WITH STREET LIGHTS ☐ DARK WITH NO STREET LIGHTS ☐ DAWN OR DUSK

LIGHTS IN USE ON STATE VEHICLE? YES ☐ NO ☒ — SIGNALS IN USE ON STATE VEHICLE? YES ☐ NO ☒

LIGHTS IN USE ON OTHER VEHICLE? YES ☐ NO ☒ — SIGNALS IN USE ON OTHER VEHICLE? YES ☐ NO ☒

SPEED OF VEHICLE NO 1 5 mi. MPH — SPEED OF VEHICLE NO 2 0 MPH

WAS ANYONE INJURED? YES ☐ NO ☒ — HOW MANY? 0 — IN CAR NO 1? ☐ CAR NO 2 ☐ PEDESTRIAN? ☐

NAME — AGE — SEX — MARRIED?

ADDRESS — PHONE

INJURY — OCCUPATION

DOCTOR — WHERE WAS INJURED TAKEN?

(USE REVERSE SIDE FOR ADDITIONAL INFORMATION)

NAME	ADDRESS	PHONE	WHERE WAS WITNESS?
1			
2			
3			

NARRATIVE

DESCRIBE WHAT HAPPENED — STATE WHEN YOU FIRST SAW OTHER VEHICLE OR PEDESTRIAN. (USE REVERSE SIDE IF NECESSARY)

I was backing truck in order to be out of the way of construction machinery. I looked into the wrong mirror and didn't see the parked truck in time. Accident did not take place on any paved road. The project Station was 185+75, it is the grade for the [redacted] freeway near Salem turnoff, Hayesville interchange.

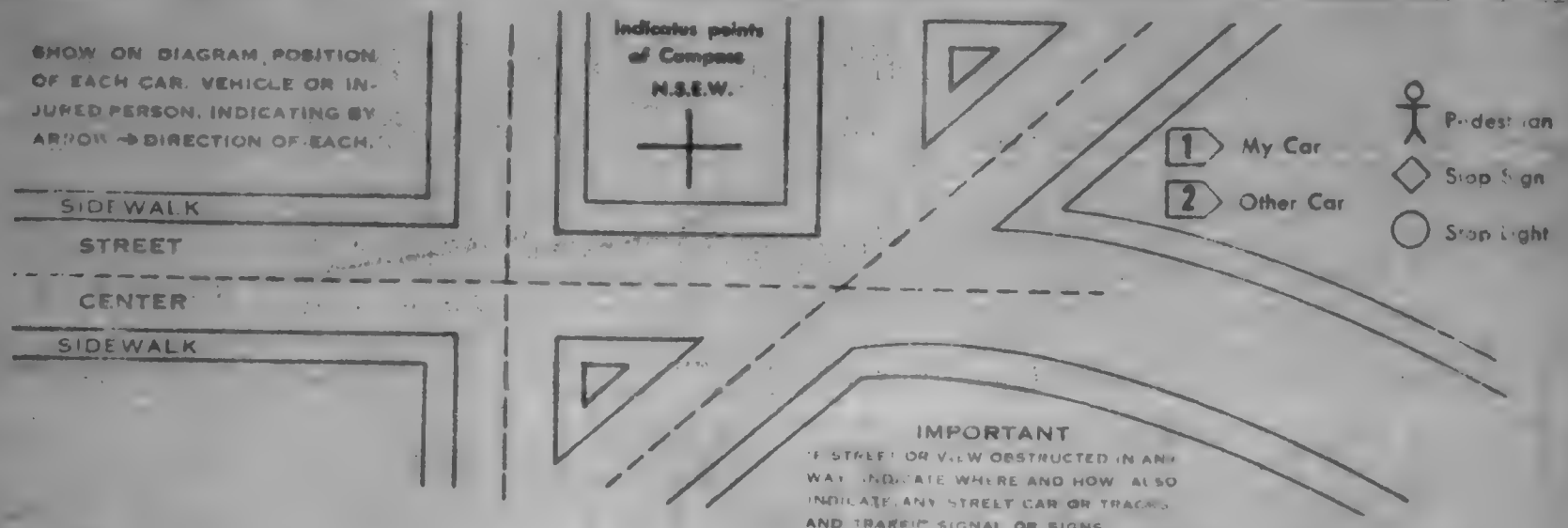
WHAT DID YOU SAY? admitted guilt — WHAT DID OTHER DRIVER SAY?

	YES	NO		YES	NO
WERE SEAT BELTS IN VEHICLE NO. 1?	☐	☒	IN USE?	☐	☐
WERE SEAT BELTS IN VEHICLE NO. 2?	☐	☒	IN USE?	☐	☐
ACCIDENT REPORTED TO POLICE?	☐	☒	WHERE?		
POLICE AT SCENE OF ACCIDENT?	☐	☒	CITY ☐	COUNTY ☐	STATE ☐

IN MY OPINION I AM ☒ AT FAULT I AM NOT ☐ AT FAULT

NAME OR IDENT NO OF OFFICER — ACTION BY POLICE (IF ANY)

SHOW ON DIAGRAM POSITION OF EACH CAR, VEHICLE OR INJURED PERSON. INDICATING BY ARROW → DIRECTION OF EACH.



April 20, 1974

CLAIM NO

ACCIDENT REPORT FOR STATE VEHICLES

POLICYHOLDER
Highway Division

POLICY NO
LAC 6200

ADDRESS

NOTIFY NEAREST CLAIM

DRIVER Carlson Steven Lynn AGE 22 1337 Marigold St. NE
CITY Salem COUNTY Marion STATE Oregon ON DUTY AT THE TIME OF ACCIDENT? yes
DRIVER LICENSE NO. 1307066 BUSINESS PHONE NO. RES. PHONE 393-5986
YEAR AND MAKE VEHICLE 69 Chev BODY STYLE ½ ton truck STATE IDENT NO 69-106
LICENSE NO. E-103402 SPEEDOMETER READING 5 mi. TRAILER ATTACHED? no
WHERE IS VEHICLE LOCATED? 2111 Front St.

REGISTERED OWNER Gordon H. Ball, Inc.
ADDRESS P.O. Box 513 Salem Oregon OPR LICENSE NO
DRIVER Paul Agee DEPARTMENT construction Highway
ADDRESS OPR LICENSE NO.
MAKE VEHICLE ¾ ton P.U. BODY STYLE open bed pickup OCCUPATION Grade foreman
WAS CAR INSURED? YES ☐ NO ☐ COMPANY Owner says they are self insured, no claim will be LICENSE NO CET-801
AGENT ADDRESS Made.

DATE 4/26/74 HOUR 3:30 AM (PM) PLACE off CITY NEAREST
DIRECTION OF STATE VEHICLE NO 1 OTHER VEHICLE NO 2 parked
WHAT WERE YOU DOING? backing up
WHAT WAS OTHER VEHICLE DOING? it was parked
DAMAGE TO STATE VEHICLE (DESCRIBE) 2 minor dents just above tail light INDICATE DAMAGE
ESTIMATE NO 1
DAMAGE TO OTHER VEHICLE (DESCRIBE) a crease in the passenger side of front fender. ESTIMATE $50.00
TYPE AND CONDITION OF ROAD: PAVED ☐ OTHER ☒ WET ☐ DRY ☒ MUD ☐ ICE ☐ SNOW ☐
WEATHER: CLEAR ☒ CLOUDY ☐ RAIN ☐ SNOW ☐ FOG ☐ VISIBILITY
LIGHTS IN USE ON STATE VEHICLE? YES ☐ NO ☒ SIGNALS IN USE ON STATE VEHICLE? YES ☐ NO ☒ ☒ DAYLIGHT
LIGHTS IN USE ON OTHER VEHICLE? YES ☐ NO ☒ SIGNALS IN USE ON OTHER VEHICLE? YES ☐ NO ☒ ☐ DARK WITH STREET LIGHTS
SPEED OF VEHICLE NO. 1 5 mi. MPH SPEED OF VEHICLE NO 2 0 MPH ☐ DARK WITH NO STREET LIGHTS
☐ DAWN OR DUSK

WAS ANYONE INJURED? YES ☐ NO ☒ HOW MANY? 0 IN CAR NO 1? ☐ CAR NO 2 ☐ PEDESTRIAN? ☐
NAME AGE SEX MARRIED?
ADDRESS PHONE
INJURY OCCUPATION
DOCTOR WHERE WAS INJURED TAKEN?

(USE REVERSE SIDE FOR ADDITIONAL INFORMATION)

NAME	ADDRESS	PHONE	WHERE WAS WITNESS?
1			
2			
3			

DESCRIBE WHAT HAPPENED —STATE WHEN YOU FIRST SAW OTHER VEHICLE OR PEDESTRIAN (USE REVERSE SIDE IF NECESSARY)

I was backing truck in order to be out of the way of construction machinery. I looked into the wrong mirror and didn't see the parked truck in time. Accident did not take place on any paved road. The project Station was 185+75, it is the grade for the [redacted] freeway near Salem turnoff, Hayesville interchange.

WHAT DID YOU SAY? admitted guilt WHAT DID OTHER DRIVER SAY?

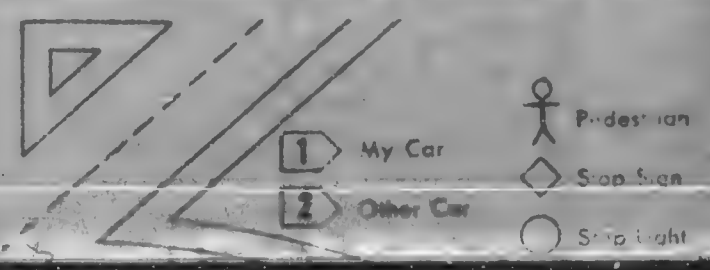
	YES	NO		YES	NO	
WERE SEAT BELTS IN VEHICLE NO. 1?	☐	☒	IN USE?	☐	☐	IN MY OPINION I AM ☒ AT FAULT
WERE SEAT BELTS IN VEHICLE NO. 2?	☐	☒	IN USE?	☐	☐	I AM NOT ☐ AT FAULT
ACCIDENT REPORTED TO POLICE?	☐	☒	WHERE?			
POLICE AT SCENE OF ACCIDENT?	☐	☒	CITY ☐	COUNTY ☐	STATE ☐	

NAME OR IDENT NO. OF OFFICER ACTION BY POLICE (IF ANY)

SHOW ON DIAGRAM POSITION OF EACH CAR VEHICLE OR INJURED PERSON. INDICATING BY ARROW → DIRECTION OF EACH.

SIDEWALK

Indicates points of Compass N.S.E.W.



78606

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE April 25, 1974

TO C. W. Head — V. Gallagher
John Bond — John Herr

FROM V.E. Skoog, Fiscal Officer, OREDOT
By: R.J. Hacek, Accounting Systems Officer

SUBJECT Gordon H. Ball Co.
Contract 7866

Treasurer's Receipt #1199 (TCD 208078) in the amount of $30,000.00 is a replacement for Treasurer's Receipt #1190 (TCD 208050) in the amount of $30,000.00 which has been returned to Gordon Ball Co.

The deposit and withdrawal are of equal value so no change resulted in the total amount on deposit.

A copy of the Treasurer's Receipt and letter will be filed (in the contract file) in the Administrative Services Office.

CRP:pl

NOTED
C. W HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

No 1199

SAFEKEEPING RECEIPT

Received for Account of Gordon H. Ball Co.
F.O. Box 897
Address Renton, Washington 98055

Date April 23, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit First National Bank of Oregon, Salem, Oregon Dated April 17, 1974 Payable to the order of Wells Fargo Bank N.A. as escrow agent UTC G-714 Expiration 30 days after date, and each successive 30 day period thereafter (Replaces Treasurers Receipt 1190 (TCD 208050) 30,000.00)	208078	1	30,000				30,000.00 30,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7866

Authority ORS 279.575

Countersigned by Myrtle Rowe Deputy Cashier

Burdette Matheson
State Treasurer

SPECIAL INSTRUCTIONS

RECEIVED
APR 24 1974
Contract Acctg.

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

April 23, 1974

Gordon N. Ball Company
P. O. Box 897
Renton, Washington 98055

Gentlemen:

TCD 208078 → Enclosed please find State Treasury safekeeping receipt number 1199, dated April 23, 1974, in the amount of $30,000.00.

This safekeeping receipt replaces number 1190 (TCD 208050) dated April 18, 1974, in the amount of $30,000.00.

A new Time Certificate was issued to reflect the following No. G-714, contract number 7866.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Marle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek
cc: First National Bank of Oregon, Salem Branch
attn: Douglas McGregor, Pres.

RECEIVED
APR 24 1974
Contract Acctg.

RECEIVED
APR 24 19..
FISCAL OFFICER

COPY

7866

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE April 22, 1974

TO C. W. Head — V. Gallagher
John Bond — John Herr

FROM V. E. Skoog, Fiscal Officer, OREDOT
By: R. J. Hacek, Accounting Systems Officer

SUBJECT Gordon H. Ball Co.
Contract 7866

Treasurer's Receipt #1190 (TCD 208050) in the amount of $30,000.00 has be deposited in lieu of retainage on contract 7866.

A copy of the Treasurer's Receipt and letter will be filed (in the contract file) in the Administrative Services Office.

CRP:pl

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1190

Received for Account of Gordon H. Ball Co. Date April 18, 1974

Address P.O. Box 897 Renton, Washington 98055

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit First National Bank, Salem, Oregon Dated April, 17, 1974 Expiration 30 days after date and each successive 30 day period thereafter	208050	1	30,000				30,000.00
							30,000.00

RECEIVED
APR 22 1974
Contract Acctg.

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7866

Authority ORS 279.575

Countersigned by _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

April 18, 1974

Gordon H. Ball Company
P. O. Box 897
Renton, Washington 98055

Gentlemen:

Enclosed please find Oregon State Treasury safekeeping receipt number 1190 dated April 18, 1974, in the amount of $30,000.00 covering Time Certificate of Deposit number 208050, dated April 17, 1974.

This T.C.D. is in lieu of retainage on State Highway Contract number 7866.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc; Oregon State Highway Division, attn: Dick Hacek
cc; First National Bank of Oregon, Salem Branch,
attn: Douglas McGregor, vice Pres.

RECEIVED
APR 22 1974
Contract Accts.

COPY

FIRST NATIONAL BANK OF OREGON

SALEM BRANCH, 280 LIBERTY N.E., P.O. BOX 2049, SALEM, OREGON 97308, TELEPHONE: 364-3371

April 17, 1974

Mr. Merle Crowe, Cashier
State of Oregon
Treasury Department
Salem, Oregon 97310

Dear Merle:

Enclosed is our Time Certificate of Deposit No. 208050 in the amount of $30,000.

This certificate has been issued in behalf of Gordon H. Ball Co., Inc., a Dillingham subsidiary, and should be used in lieu of retainage for their contract No. 7866.

Please notify Dick Hacek of the Oregon State Highway Dept., telephone 378-6578, of its receipt by you.

Sincerely,

Douglas McGregor
Vice President & Manager

DM:bn

Enclosure

cc: Dick Hacek
LaVern Schamberg
Ron Kallis, Vice President

RECEIVED
APR 18 1974
FISCAL OFFICER
DOT

RECEIVED
APR 18 1974
Contract Acctg.

Treasurer's Receipt not received this date (cp)

#7866

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

4-10-74

LETTER OF APPROVAL AND/OR AUTHORIZATION

FED. AID PROJ. NO. 5-5(38)260

STATE PROJECT NO. WOODBURN INTERCHANGE - HAYESVILLE SECTION

FROM: G. L. GREEN, DIVISION ENGINEER, SALEM, OREGON

PROGRAM NO.

COUNTY NAME: MARION

ITEM NO. 1-520

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE: APRIL 10, 1974

FEDERAL ROUTE NUMBER: INTERSTATE ROUTE 5

STATE ROUTE NUMBER: PACIFIC HIGHWAY ROUTE #1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF FILE NUMBER 47848-BIGGINS, AS REQUESTED IN MR. RULIEN'S APRIL 5, 1974 LETTER. FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION
- ☐ OTHER (Specify)

FILE NO. 47848 - BIGGINS
- ☒ ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

IN THE EVENT THAT THE STATE'S APPRAISAL INCLUDES AN AMOUNT FOR THE PROPERTY OWNER TO CONTRACT THE DRAINAGE FACILITY, THE APPRAISAL SHOULD BE SUPPORTED WITH A PRIVATE CONTRACTOR'S ESTIMATE, OTHER THAN MR. BIGGINS' ESTIMATE OR THE HIGHWAY CONTRACTOR'S ESTIMATE.

Info / Invest / R/D / D/R / Sign / Act / File — FOR — REFER TO — APR 12 74 — RECEIVED STATE HWY ENGR

NOTED
R. L. SCHROEDER

RECEIVED
APR 15 19[illegible]

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-10-74	C. Matthews	DIVISION ENGINEER for

FORM FR-1240 (REV. 6-70) EXISTING STOCKS OF FORM FR-1240 (REV. 6-68) WILL BE USED

Original to Rulien 4-15-74
Copy to Boyle

7866

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE April 9, 1974

TO C. W. Head — V. Gallagher
John Bond — John Herr

FROM V. E. Skoog, Fiscal Officer, OREDOT
By: R. J. Hacek, Accounting Systems Officer

SUBJECT Gordon H. Ball, Inc. Contract 7866 — Donald M. Drake, Co. Contract 7637 & 7937

State Treasury Safekeeping Receipts numbers 1147/1151 have been deposited in lieu of retainage on contracts as follows:

Treas. Rec. #	Bond #	Amount	Contract #	Contractor
1147	150121 (Part)	$ 15,000.-	7637	Donald M. Drake Co.
1148	150121 (Part)	85,000.-	7937	"
1149	5/6 (2)	10,000.-	7866	Gordon H. Ball, Inc.
1149	7/8 (2)	10,000.-	"	"
1150	519/531 (13)	13,000.-	"	"
1151	587/591 (5)		"	"
	624 (1)		"	"
	640-657 (18)	24,000.-	"	"
	Total	$157,000.-		

The above receipts are replacement for :

1103	57/59 (3)	$ 15,000.-	7637	Donald M. Drake Co.
1104	32/46 (15)	75,000.-	7937	"
1105	47/56 (10)	50,000.-	7866	Gordon H. Ball, Inc.
	Total	$140,000.-		

Copies of the letter and Treasurer's Receipts will be filed (in the contract file) in the Administrative Services Office.

CRP:pl

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1149

SAFEKEEPING RECEIPT

Received for Account of Gordon H. Ball Inc.

Address P.O. Box 897 Renton, Washington 98055

Date April 5, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
City of Nyssa, Oregon General Oblig. Bonds	5/6	2	5,000				10,000.00
	7/8	2	5,000				10,000.00
6.00% Due 1/15/77 and 1/15/78							
Dated 1/15/74							
							20,000.00

RECEIVED
APR 9 1974
Contract Acctg.

Purpose of Deposit In lieu of retainge on State Highway Contract No. 7866

Authority ORS 279.575

Countersigned by _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1150

Received for Account of Gordon H. Ball Inc.

Address P.O. Box 897
Renton, Washington 98055

Date April 5, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
City of Springfield, Oregon General Obligation Bonds 4.00% Dated 8/1/61 Due 8/1/75	519/531	13	1,000				13,000.00
							13,000.00

RECEIVED
APR 9 1974
Contract Acctg.

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7866

Authority ORS 279.575

Countersigned by _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1151

Received for Account of Gordon H. Ball Inc.

Date April 5, 1974

Address P.O. Box 897
Renton, Washington 98055

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
City of Banker General Oblig. Bonds 3.40 % and 3.50% dated 6/1/61 Due 6/1/75 and 6/1/76	587/591 624 640/657	24	1,000				24,000.00
							24,000.00

RECEIVED
APR 9 1974
Contract Acctg.

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7866

Authority ORS 279.575

Countersigned by _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

April 5, 1974

Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Gentlemen:

Enclosed please find State Treasury safekeeping receipts numbers 1147/1151 for account of Donald M. Drake Company and Gordon H. Ball Inc.

We have credited your contracts as follows:

	Contract No.	Amount	Company
Treas Rec# 1147	7637 Part 15012A	15,000.00	Donald M. Drake
1148	7937 Part 15012A	85,000.00	Donald M. Drake
	7866	57,000.00	Gordon H. Ball
		$157,000.00	

These securities replace the contracts as indicated below:

Treas Rec# 1105	No. 7866 (47/56)	50,000.00	Gordon H. Ball
" " 1148	7637 (57/58)	15,000.00	Donald Drake
" " 1149	7937 (32/46)	75,000.00	Donald Drake
		$140,000.00	

Treas Rec# 1149 - 20,000.—
" " 1150 - 13,000.—
" " 1151 - 24,000.—
57,000.—

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek

COPY

#7866

J. B. Boyd
Right of Way Engineer

March 18, 1974

C. W. Mead
Commission Services

RAILROAD COMPANIES
FILE No. 167

Attached are two copies of a crossing agreement and easement indenture with Southern Pacific Transportation Company for construction of Chemawa Road across their tracks on the Woodburn Interchange-Hayesville Interchange Section of the Pacific Highway in Marion County.

Please have the Railroad Company date and sign this agreement. We have retained a xerox copy until the fully executed original is returned for our files.

flm

Att.

7866

FORM E-80-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 1, 1974

Salem, OR 97310

To: Mr. J. B. Boyd
Right of Way Engineer

B U I L D I N G

SUBJECT: Crossing Agreement & Easement Indenture
Crossing No. C-723.55
Woodburn Interchange-Haysville
Interchange Section
Pacific Highway (I-5)
Multnomah County
Contract No. 7866
R/W File 47643

Attached are the original and duplicate counterparts of a Crossing Agreement and Easement Indenture between the Southern Pacific Transportation Company and the State of Oregon Highway Division granting the State an easement for the construction of Chemawa Road across the Southern Pacific tracks on the Woodburn Interchange-Haysville Interchange Section of Pacific Highway in Marion County. The easement contained in this agreement is granted to the State by Southern Pacific Transportation at no cost to the State.

Cost to the State for the Southern Pacific Transportation Company to install the railroad protection devices as required will be $39,275. Since this is a Federal Interstate Project, 92% of these costs will be reimbursed to the State by the Federal Highway Administration.

This agreement and easement has been reviewed by the legal section and all other interested section heads in the Highway Division and has been found acceptable by them. Please secure the approval of this agreement from the Chairman or Vice-Chairman of the Oregon Transportation Commission and when this approval is received forward these counterparts to Mr. F. B. Klaboe for his signature. After Mr. Klaboe has approved and signed this agreement please have it returned to my office for submission to the Southern Pacific Transportation Company for final execution by their principals.

J. E. Chidsey
Railroad and Utility Engineer

JEC:jrk

cc: F. B. Klaboe
C. T. Keasey
H. S. Coulter
J. H. Versteeg
J. L. Sollis
C. W. Read
C. O. Fredrickson
J. W. Valentine
E. J. Hall

RECEIVED
STATE HWY ENGR
MAR 1'74
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
MARIE STEPHENS

#7866

5

RECEIVED
U. S. DIVISION

OREGON STATE HIGHWAY DIVISION

Mr. Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration
P.O. Box 900
Salem, OR 97308

February 22, 1974

Re: R & D Demonstration Project #26
Erosion Control - Fiberglass Roving
Reference: 10-35-82/740.6

Dear Mr. Cusack:

The Oregon Highway Division is interested in participating in a demonstration project on erosion control using the fiberglass roving on the Woodburn-Hayesville Section of I-5 (I-5-5(36)260).

It is understood that the demonstration project area will be approximately 3500 sq. yds. and that the necessary emulsified asphalt and distributor for tacking the fiberglass materials, and an air compressor for powering the fiberglass applicator nozzles will be furnished by the State.

In scheduling this project, it should be considered that due to the high ground water conditions and the nature of the soils on this project, it is probable that the site could not be prepared before May or June.

Very truly yours,

C. T. Kenney
Construction Engineer

CTK:fr

bc: H. S. Coulter
C. O. Fredrickson (w/att.)
Mr. Fredrickson: Following the April conference with Mr. Hutchison, please have a site selected (approx. 3500 sq. yds.) and submit a change order to cover the equipment and emulsion.

RECEIVED
FEB 25 1974
Office of
Assistant State Highway Engineer

K

E-123

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 17, 1974

SUBJECT: Research & Development Demonstration Project #26
Erosion Control - Fiberglass Roving

In reply refer to: 10-35-B2/740.6

FROM : Vernon V. Cusack, Acting Division Engineer

NOTED
H. S. COULTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attn: Mr. Carrol Keasey, Construction Engineer

We have been advised that Oregon qualifies to receive an installation under the subject demonstration project. This project work has been informally discussed with the Highway Division and a tentative location was selected on the Interstate Project I-5-5(36)260, Woodburn to Hayesville Section.

Mr. V. A. Hutchison of our Vancouver office is the Project Manager and will be available the first part of April to explain the program. He has indicated that the demonstration sites are recommended to not exceed 3500 sq. yds. in area. The participating State is requested to supply the necessary asphalt and distributor for tacking the fiberglass materials. Also needed is an air compressor for powering the fiberglass applicator nozzles. Normally installations are completed in one or two days.

If you plan to participate in the program a written request is necessary. This can be directed through this office to Mr. John Burton, Chief, Construction Branch & Coordinator, Region 10 R & D Projects.

Vernon V. Cusack

RECEIVED
JAN 21 1974
Office of
Assistant State Highway Engineer

1-21-74
to Keasey
orig to R/D

RECEIVED
STATE HWY ENGR
JAN 18 '74
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
A. E. JOHNSON

-7866

I-5

Woodburn-
Hayesville

DIVISION OF STATE LANDS

OFFICE OF THE DIRECTOR

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE LAND BOARD

TOM McCALL
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

February 22, 1974

Gordon H. Ball, Inc.
c/o Don Trout
Highway Building
Salem, OR 97310

Permit No.	1116
Expiration date	5-15-74
Please return by	4-11-74
Fee	$50.00

Dear Mr. Ball:

The 1973 Legislature revised the removal/fill permit fee structure. Your renewal fee is shown above. If you wish to renew the above-numbered permit, please complete and return the enclosed application together with maps which include the following information:

1. The project site with sufficient accuracy to permit easy location by an agency representative.
2. A project plan and cross section showing the following:
   a. The location of the project relative to the water body.
   b. The location of bankfull stage, or in an estuary, the line where significant upland vegetation ceases to grow because of frequent inundation.
   c. The location of the Ordinary Low Water Line, or, in estuaries, the Mean Low Tide Line.
   d. Pertinent property boundaries.
   e. Spot elevations or contours if available (note datum used).

A sample map is enclosed for your information.

If you wish to cancel this permit, please initial here DLT and return this letter. You may apply to do the work at a later time, but please allow us 45 days to process a new application.

Please call us if you have any questions.

Sincerely,

DIVISION OF STATE LANDS
William S. Cox, Director

Jan Haley

(Mrs.) Jan Haley
Waterway Permit Supervisor

Enclosure

Wardsey
Olson
Tupper
Dunn
Green
Other
Typ.

RECEIVED
FEB 1974
ROAD
DIVISION

Requires Reply ☐
Requires Approval ☐
Receiver Copy ☐
Do not file ☐
Return To
Bring up ___/___/___
Other

7866

5

February 22, 1974

Gordon H. Ball, Inc.
P. O. Box 897
Renton, WA 98055

Gentlemen:

We have reviewed your request for an adjustment of the phase (a) specified completion date from the September 30, 1973, to July 15, 1974, on Contract No. 7866 for work on the Woodburn Interchange-Hayesville Interchange Section of the Pacific Highway in Marion County.

Careful consideration was given to the reason you submitted. In light of the available facts and provisions of the contract, we are granting the extension of phase (a) to July 15, 1974, without assessment of liquidated damages. This is because of labor disputes in the summer of 1973.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: C. W. Head
A. E. Johnosn
H. S. Coulter
C. T. Keasey
V. E. Skoog
Vince Gallagher
C. O. Fredrickson

fr dpy

E-259 (Rev. 2-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date December 13, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 9/30/73 days to 7/15/74 days, within which to complete our Contract No. 7866, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Respectfully submitted,

GORDON H. BALL, INC.
Contractor

By

CONSENT OF SURETY

Date December 13, 1973

ARGONAUT INSURANCE COMPANY AND THE AMERICAN INSURANCE COMPANY

We, ...

....., as

surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

ARGONAUT INSURANCE COMPANY

DEAN L. BECK Attorney-in-Fact

THE AMERICAN INSURANCE COMPANY (SEAL)

Dean L. Beck
Resident Agent

DEAN L. BECK ATTORNEY - IN - FACT

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7866 Contractor Gordon H. Ball, Inc.

Highway p PACIFIC

Section Woodburn Inter. - Hayesville Inter.

Kind of Work Grading, Paving, Structures, Sign. and Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows:

Recommend an adjustment of phase (a) specified completion date from the September 30, 1973, date specified to July 15, 1974, without assessment of liquidated damages because of labor disputes in the summer of 1973.

Recommended for Approval:

Regional Engineer

Construction Engineer or Bridge Engineer

Acting Ass't State Highway Engineer

Contract No.	7866
Project designation	I-5-5(36)260
	State-Federal
Date awarded	March 16, 1973
Work started	April 9, 1973
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

SP-6758-734

FORM S-70 (REV. 10-60)

RECEIVED
FEB 13 1974
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February, 12, 1974

To: H. S. Coulter, Assistant
State Highway Engineer

From: J. A. Bond
Construction Administration Engineer

SUBJECT: Time Extension Request
(Phase a)
Woodburn Intch.-Hayesville Intch. Section
Contract No. 7866
FAP No. I-5-5(36)260

Gordon H. Ball, Inc., contractor on the subject project, has requested an adjustment of the phase (a) specified completion date from the September 30, 1973, date specified to July 15, 1974, without assessment of liquidated damages. The contractor cites delay caused by a labor dispute as the basis for the request. Phase (a) is the embankment foundation excavation and stone embankment work in the Labish and I-305 Junction areas.

The contract was awarded March 16, 1973, and specified that phase (a) work was to be completed by September 30, 1973. This award date was 22 days after bids had been received and elapse of more than 20 days in the awarding of the contract is grounds for an extension of contract time. A two-day extension of time could be granted for this delay. The daily rate for liquidated damages is $100.

A total of 73-1/2 days during the summer of 1973 were not productive due to two labor disputes and a 3-1/2 day holiday suspension of work order. A second suspension of work was ordered for phase (a) effective October 12, 1973, as favorable weather conditions no longer existed. The time allotted for phase (a) work was overrun by 11 days at the time this suspension order became effective, so $1100 liquidated damages have accrued.

The delays outlined above amount to 75-1/2 or approximately 76 days. Assuming the weather conditions are such that resumption of phase (a) work can be ordered by May 11, 1974, an additional 65-day allowance (76 days justified--11 days currently overrun) would expire July 15, 1974, which is the revised specified completion date requested by the contractor. As phase (a) work began May 21 for the 1973 season, an anticipated resumption date of May 11 for phase (a) work would appear reasonable.

K

The necessity for the remaining foundation excavation in the plans is being reviewed and may be deleted anyway.

I therefore recommend that the contractor's request be granted and the specified completion date be revised to July 15, 1974, for phase (a) work. This is a "Federal-aid Interstate Highway Project" and any adjustment in the contract time will require the concurrence of the FHWA.

Rough draft letters to FHWA and the contractor are attached.

JAB:WR:lb

Attachment
cc: V. L. Gallagher

78666

5

FORM B-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE February 21, 1974

TO C.W. Head V. Gallagher
John Bond John Herr

FROM V.E. Skoog, Fiscal Officer, OREDOT
By: R.J. Hacek, Accounting Systems Supervisor

SUBJECT Contract 7866
Gordon H. Ball, Inc.

Treasurer's Receipt #1105 (Bonds 47/56 inclusive) in the amount of $50,000 - has been deposited in lieu of retainage on Contract 7866.

A copy of the letter and Treasurer's Receipt will be filed (in the contract file) in the Administrative Services Office.

CRP:pl

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1105

SAFEKEEPING RECEIPT

Received for Account of Gordon H. Ball Inc.
P.O. Box 897

Address Renton, Washington 98055

Date Feb 20, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Bay Area Hospital Dist. General Oblig. Bonds 6.25% Dated Apr. 1, 1972 Due Apr. 1, 1974 Bearer Bonds County of Coos State of Oregon	47/56	10	5,000				50,000.00
							50,000.00

RECEIVED
FEB 21 1974
Contract Acctg.

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7366

Authority ORS 279.575

Countersigned by _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

February 21, 1974

Gordon H. Ball Inc.
P. O. Box 897
Renton, Washington 98055

Gentlemen:

Per instructions from the Oregon State Highway Division, please find enclosed State Treasury safekeeping receipt number 1105, dated February 20, 1974, covering $50,000.00 Bay Area Hospital General Obligation Bonds (6.25%) due April 1, 1974, numbers 47/56 10 @ $5,000.00 each.

We have credited your State Highway Contract number 7866.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED
FEB 21 1974
Contract Acctg.

COPY

7866

S

FORM 81.734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

February 20, 1974

FROM: C. T. Keasey
Construction Engineer

TO: E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Effect of Deletion of I-305 Structures from the Woodburn Intch.-Hayesville Intch. Contract
Pacific Highway
Contract No. 7866

Attached is a review of the effect on the subject contract if the structures intended for the connection with I-305 just south of Chemawa Road were deleted at this time.

The Chemawa interchange structure is too far along to make any major revisions in that structure for the deletion of the additional widths for ramps under the structure. Deletion of the I-305 structures would result in a savings of approximately $1,130,000.00. This, of course, is only the saving on the current contract and does not in any way reflect the expected additional cost of installing the structures at some future date. It is possible that the completion of this project could be advanced by approximately one year if these structures were deleted.

NOTED
H. S. COULTER

CTK:fr

Att.

cc: H. S. Coulter
C. O. Fredrickson

RECEIVED
FEB 21 1974
Office of
Assistant State Highway Engineer

FORM S-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE February 15, 1974

TO C. O. Fredrickson
Region Engineer

ATTN G. W. Wimer
Region Const. Eng.

FROM E. J. Hall
Resident Engineer
By Ronald Busey
Asst Res. Eng.

SUBJECT Deletion of I-305 Structures
Woodburn Intchg - Hayesville Intchg
Pacific Highway
Contract 7866

This is an analysis of the results of the possible deletion of the I-305 structures just south of Chemawa road.

First there would be no change in grades. The stage I fill and much of the surfacing aggregates is completed in this area on the northbound side. The grading is also about 80% complete in this area on the southbound side. By leaving the grades as planned it would make possible the future construction of I-305 using the same basic plan as presently scheduled. Also it would save the work done to date.

The Chemawa structure is too far along to make any major revisions. The footings and abutments are completed and the fills are up to grade. Also the beams and much of the other material has been fabricated. I would recommend we finish this structure as per plans and the design of the future interchange legs remain the same. This would make possible the completion of the interchange as presentally designed, should I-305 be constructed at some future date. Also there is public support locally to make an interchange at this location.

In breaking down the costs at contract prices I find it would be possible to save about 1.13 million dollars, depending on the salvage value of materials already committed to the project. Included is a report from Ed Peyton on the material status of I-305 and the construction status of the Chemawa structure.

The major advantage to the state, aside from the considerable monetary savings, would be time. It is feasible that the completion of the contract could be advanced one year. The contractor on his latest schedule expects to complete I-305 structures by September 15, 1975. This could mean that the completion of the southern portion of the project would be put

over until the summer of 1976. If I-305 were eliminated and the schedule remains close to the same the SPRR structure would be completed early in July, 1975. This would allow at least three months in which to complete all other work. There is a possibility of accelerating the schedule on SPRR if I-305 is eliminated and stage I detour could be shortened.

The major problem created by elimination of the I-305 structures would be the increase in the amount of borrow required to complete the fills south of Chemawa Road. It would require an additional 7500 cubic yards to fill the area occupied by the I-305 structures and would eliminate the 34,000 cubic yards of general excavation at the structures. We may be able to get this material by reopening the Austin borrow. This will have to be investigated. If we have to get the material from the Barnick borrow it will cost about 24 cents a yard in additional haul costs.

Following is a breakdown of costs. These figures are bid prices. No negotiations have been made with the contractor so we do not know what the loss of this amount of work will mean to him in lost profits.

CREDITS

Cost of Structures (From contract)	$1,296,894
General Excavation at Structures 34,000 c.y.	$ 17,000
Permanent Conc. Barrier 650 lin. ft.	$ 7,150
Misc. Items (Temp. Med. Barrier, Inlets, Earthmounds, Paved slopes, etc.)	$ 20,000
TOTAL	$1,341,044

ADDITIONAL COSTS

Chemawa cross over detour (1920 C.Y. @ $3.50/C.Y.=$6,720 less $1.05/C.Y. credit for use as embankment= $2,016)	$ 4,704
Borrow exc. (To replace gen. exc. lost at structure)	$ 35,700
Borrow exc. (To fill to grade at structure)	$ 7,500
Additional P.C.C. pavement 700 C.Y. @ $31.00 C.Y.	$ 21,700
Additional A.C. pavement 2,350 tons @ $6.52 ton	$ 15,322
TOTAL	$ 84,926

TOTAL DIFFERENCE	$1,256,118
Less 10% for committed materials and contractors costs	$ 126,118
TOTAL REDUCTION IN CONTRACT	$1,130,000

There is about $220,000 worth of materials committed to this project. Nearly all this could be used elsewhere and so the actual loss to the contractor should be minimal. As Mr. Peyton explains in his accompanying report, there may be a substantial claim from the suppliers and sub-contractors due to the loss of anticipated work. If we take 10% off the total 1.25 million dollars difference we still realize a reduction in the contract of 1.13 million dollars.

I-305 Structures 7855C & 7855D
Material Committed to Project

Listed below is information pertaining to I-305 structures no. 7855C & 7855D. Estimated status at this time.

MATERIALS COMMITTED AT THIS TIME

1. Prestressing Steel (300,000 lbs) & Accessaries
2. Misc. Metal
   - A. Armored corners
   - B. Catch basin drains & pipes
   - C. Water stops
3. Reinforcing steel
4. Conc. Piling. (Not fabricated)

Undoubtably the items 1, 3, & 4 could be eliminated without causing a hardship on the contractor or his supplier.

Bid item no. 197 for bridges 7855C & 7855D prestressing steel, is 38 percent of the subcontract for post tensioning on contract 7866. Elimination of this bid item undoubably would unbalance the contractors bid for post tensioning.

Contract costs for brs. 7855C & 7855D are $732,099 & $564,795 respectivly.

Subcontractor for bridges, Donald M. Drake, has stated that elimination of I-305 structures would have to be analysed carefully to determine the impact concerning their subcontract.

Elimination of these structures could help their C.P.M. and allow completion of their subcontract in 1974, with the possible exception of br. no. 7854C, SPRR Structure, stage III.

Bridge no. 7855B, Chemawa U'Xing has footings and abutments constructed, so is committed to be constructed per plan.

7866

bc: H. S. Coulter
C. T. Keasey
J. H. Versteeg
J. B. Boyd
C. O. Fredrickson
E. A. Hall
J. W. Valentine

5

RECEIVED
FEB 21 1974
Office of
Assistant State Highway Engineer

February 20, 1974

Southern Pacific Transportation Co.
324 Union Station
Portland, Oregon 97209

Mr. E. A. Kendrew

Chemawa Grade Crossing
Crossing No. C-723.5
Woodburn Interchange-Haysville
Interchange Section
Pacific Highway (I-5)
Marion County
Contract No. 7866
CMO 83047

Dear Sir:

Enclosed is a copy of Southern Pacific Transportation Company Drawing No. E-1473 showing the Chemawa Road Grade Crossing C-723.55 on the Woodburn Interchange-Haysville Interchange Section of Pacific Highway in Marion County. I have made revisions on this drawing as I indicated in our telephone conversation of today.

On November 23, 1973 you sent to me revised easement descriptions furnished by your San Francisco office which simplifies the description we had agreed to use earlier in connection with your Drawing No. 1473. This description has been reviewed by our design section and is found to be acceptable.

Please utilize this information in preparation of the agreement covering the Chemawa Road Grade Crossing. If there is anything additional you require please contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad and Utility Engineer

JEC:jrk

cc: Southern Pacific Transportation Co.
San Francisco

NOTED
H.S.COULTER

7866

5

Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon project I-5-5(36)260
Woodburn Interchange-Hayesville Interchange
Time Extension Request (Phase a)

DATE: February 19, 1974

In reply refer to: 10-41-B2

FROM : Vernon V. Cusack, Acting Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attn: Mr. H. S. Coulter

The time extension for the subject project has been reviewed.

The strike of 1973 has delayed the work specified under Phase (a) of the contract to where it was not feasible to continue work during the winter months. Therefore we concur in the extension of the specified completion date to July 15, 1974.

Vernon V. Cusack

Vernon V. Cusack

RECEIVED
FEB 20 1974
Office of
Assistant State Highway Engineer

2-20-74
cy Keasey
Judkison
Gallagher

RECEIVED
STATE HWY ENGR
FEB 20 '74
REFER TO
Coulter
FOR
Info | Invest | R/D | T/R | Com | Cir | File

NOTED
L. E. JOHNSON

NOTED
H.S.COULTER

7866

February 13, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
E. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request (phase a)
Woodburn Interchange-Hayesville Interchange Sec.
Contract No. 7866
FAP No. I-5-5(36)260

Gordon H. Ball, Inc., contractor on the subject project, has requested an adjustment of the phase (a) specified completion date, from the September 30, 1973 date specified to July 15, 1974, without assessment of liquidated damages. The contractor cites delay caused by a labor dispute as the basis for the request. Phase (a) is the embankment foundation excavation and stone embankment work in the Labish and I-305 Junction areas.

The contract, awarded March 16, 1973, specified that phase (a) work was to be completed by September 30, 1973. This award date was 22 days after bids were received, and elapse of more than 20 days in awarding the contract is grounds for an extension of contract time. A two-day extension of time could be granted for this delay. The daily rate for liquidated damages is $100.

A total of 73¼ days during the summer of 1973 were not productive because of two labor disputes and a 3¼-day holiday suspension of work order. A second suspension of work was ordered for phase (a), effective October 12, 1973, as favorable weather conditions no longer existed. The time allotted for phase (a) work was overrun by 11 days at the time this suspension order became effective, so $1,100 liquidated damages have accrued.

The delays outlined above amount to 75¼ days, or approximately 76 days. Assuming the weather conditions are such that resumption of phase (a) work can be ordered by May 11, 1974, an additional 65-day allowance (76 days justified; 11 days currently overrun) would expire July 15, 1974, which is the revised specified completion date requested by the contractor. As phase (a) work began May 21 for the 1973 season, an anticipated resumption date of May 11 for phase (a) work would appear to be reasonable.

We therefore ask your concurrence in extension of phase (a) to July 15, 1974.

JAB:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher

78606

CONTRACTORS
DEVELOPERS

DONALD M. DRAKE COMPANY

1740 N. W. FLANDERS STREET • PORTLAND, OREGON 97209
INCORPORATED JANUARY 2, 1973

TELEPHONE (503) 228-3991

February 13, 1974

Mr. Merle Crowe
Oregon State Treasurer's Office
Salem, Oregon

Dear Mr. Crowe:

We have been informed that you have been authorized to release $125,000 of Bay Area Hospital Municipal Bonds which have been pledged in lieu of retention of Contract #7637. Upon your receiving the above authorization, we would like you to retain the bonds and credit $75,000 to Contract 7937 (South Tigard Project) for the account of Donald M. Drake Company, and $50,000 to Contract #7866 (Woodburn Project), for the account of Gordon Ball Company.

Gordon Ball Contract

Please let me know if you have any questions. Thank you for your assistance.

2/20/74
Treas Receipt #1105
Bonds 47/56 inclusive 50,000.00

Sincerely,

DONALD M. DRAKE COMPANY

Donald B. Kane
Vice President - Finance

DBK:lm

cc: Oregon State Highway Div., Accounting Division, Salem, Or.
Mr. Maurice Payne, Resident Engineer, Tigard, Oregon
Mr. C. E. Payton, Resident Engineer, Salem, Oregon
Oregon State Highway Div., Construction Section, Salem, Or.

#7860

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

RECEIVED
FEB 6 1974
Office of
Assistant State Highway Engineer

February 5, 1974

NOTED
H.S.COULTER

UTILITY UNIT

Mr. Thomas Kornelis
Chief, Branch of Land
Bonneville Power Administration
P.O. Box 3621
Portland, Oregon 97208

Transmission Line Access
Woodburn Int.-Hayesville Int. Sec.
Pacific Highway
Marion County
Project No. I-5-5 (36) 260
Your Ref: Oregon City-Chemawa
Transmission Line

Dear Mr. Kornelis:

Reference is made to your letter of June 28, 1973, which sets forth access requirements for your Oregon City-Chemawa transmission line within the limits of the project. Access will be provided as set forth below and shown shaded in red on attached plan sheets.

Woodburn (Plan Sheet 3A)

1. Access to Tower 15/2 will be provided via an approach to be constructed on the new frontage road at Highway Station "E" 8+00. The approach is to be constructed southerly of tower 15/2 so that guardrail protection may be maintained for the tower.

2. Access to Tower 15/3 will be provided via an approach to be constructed from the southbound lanes of the freeway at approximate Station S.BD. 1173+90. Permission for access from the main line of the freeway was approved by the Federal Highway Administration's letter of September 6, 1973, a copy of which is attached.

Gervais Road Undercrossing (Plan Sheet 6A)

Access to Tower 15/4 and your transmission line easement to the north will be provided via an approach and access road to be constructed opposite and southerly from Highway Station "GR" 100+00.

St. Louis Road Undercrossing (Plan Sheet 10A)

Access to Tower 18/2 and your transmission line easement to the north will be provided via an approach and access road to be constructed opposite and easterly from Highway Station "SR" 16+60.

Keen Road Undercrossing (Plan Sheet 13A)

1. Access to Tower 19/3 and your transmission line easement to the north will be provided via a reconstructed connection to the existing access road which is parallel and adjacent to the westerly highway right of way line.

2. Access to Tower 19/4 and your transmission line easement to the south will be provided via an approach and access road to the construction opposite and easterly from highway Station "KR" 100+50.

Concomley Road Undercrossing (Plan Sheet 15A)

1. Access to Tower 20/3 and your transmission line easement to the north will be provided via an approach and access road to be constructed opposite and easterly from Highway Station "CR" 102+80.

2. Access to Tower 20/4 and your transmission line easement to the south will be provided via an approach and access road to be constructed opposite and easterly from Highway Station "CR" 100+70.

Waconda Road Undercrossing (Plan Sheet 18A)

1. Access to Tower 21/5 and your transmission line easement to the north will be provided via an approach and access road to be constructed opposite and easterly from Highway Station "WR" 32+00.

2. Access to Tower 21/6 and your transmission line easement to the south will be provided via an approach and access road to be constructed opposite and easterly from Highway Station "WR" 30+65.

Brooks Interchange (Plan Sheet 21A and 21B)

1. Access to Tower 23/3 and your transmission line easement to the north will be provided via an approach and access road to be constructed opposite and northeasterly from Highway Station "HR" 4+00.

2. Access to Tower 23/4 will be provided via an approach to be constructed from the southbound lanes of the freeway at approximate Station "S.BD" 1612+25. Permission for access from the mainline of the freeway was approved by the Federal Highway Administration's letter of September 6, 1973, a copy of which is attached.

3. Access to your Tower 23/5 and your transmission line easement to the south has not been provided by the State. An investigation was made as to whether an access road could be constructed inside of the Highway right of way, as shown by dashed red lines on the attached portion of Sheet 21A. It was found that there was insufficient room between the proposed drainage ditch and the right of way line to accommodate an access road. We can find no record of an existing access road or access easement at this location. Therefore, the State has no obligation to provide an access road or easement.

Quinaby Road Undercrossing (Plan Sheet 24A)

1. Access to Tower 24/4 and your transmission line easement to the north will be provided via an approach and access road to be constructed opposite and

easterly from Highway Station "QR" 103+35.

2. Access to Tower 24/5 and your transmission line easement to the south will not be provided by the State. The height of the fill required to construct an approach to the property to the south and the location of the proposed drain ditch will not permit construction of an access road or access easement at this location. Therefore, the State has no obligation to provide an access road or easement.

Perkins Road Undercrossing (Plan Sheet 25A)

1. Access to Tower 25/2 and your transmission line easement to the north will be provided via an approach and access road to be constructed opposite and easterly from Highway Station "TR 3+97.

2. Access to Tower 25/3 and your transmission line easement to the south will be provided via an approach and access road to be constructed opposite and easterly from Highway Station "TR 3+82.

Eight easements are required to accommodate the above accesses. Six of these have already been acquired and the documents forwarded to your office.

The access to Tower 21/6 and your transmission line easement southerly of Waconda Road was revised to better serve the property owner. This necessitated a revision of the access easement. This change was approved by your letter of December 12, 1973. The revised easements have been forwarded to our Region II Right of Way Office for acquisition. The easement document will be forwarded as soon as negotiations are completed.

The easement required for access to Tower 23/3 and your transmission line easement northerly of Hopmeire Road has been acquired. An appropriate easement document will be forwarded in the near future.

On receipt of your approval of the planned accesses additional copies of the plan sheets will be supplied for your use as Exhibit to an appropriate access agreement.

Please contact this office if further information or assistance is required.

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:kas

cc: Vern Dupuy
BPA

bc: H. S. Coulter
C. O. Fredrickson
E. J. Hall
J. W. Valentine

7866

January 28, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. I-5-5(36)260

SUBJECT Request Change Order Approval

Contract 7866, Extra Work Order No. 8 Revised

Project Woodburn Interchange-Hayesville Interchange

Highway Pacific

County Marion

This order covers the cost to the contractor for hauling State furnished piling, removal and reinstallation of temporary concrete median barrier, payment of the second and all succeeding splices of piling. The piling driven at the southbound Labish Bottom O'Xing structure did not obtain bearing after driving the order length piling and the contractor could not obtain additional piling from his supplier due to a materials shortage. This order is a revision to the original order due to a change in the nature of the work covered.

A copy of the Engineer's letter of explanation is attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer January 15, 1974.

Your approval as of January 15, 1974 is requested.

Attach.

BMW:lsk

7866

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 24, 1974

FILE: 624-1084
624-1089

FROM: C. O. Fredrickson
REGION ENGINEER

SUBJECT: Request to Purchase Poles & Wires

TO: Ernie Scrivner
Ed Hall
RESIDENT ENGINEERS

Attached are two letters from a Mr. Pete Schmidt of 262 N.W. Miller Road, Portland, Oregon, who is evidently interested in purchasing the existing light poles and wire on your projects.

Would you kindly forward this request on to your contractors.

JGC:OOF:LB

cc: H.S. Coulter

NOTED
MARIE STEPHENS

RECEIVED
STATE HWY ENGR
JAN 29 '74
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | F.T. | File

RECEIVED
JAN 25 1974
Office of Assistant State Highway Engineer

FBK Assign. #56

NOTED
H. S. COULTER

FBCH56

Pete Schmidt
262 N.W. Miller Rd.
Portland, Oregon 97229

(K-56)

Saturday, Jan. 12, 1974

Dear sirs:

I understand the mercury vapor lighting along the I-5 widening between Salem and Wilsonville is only temporary. If this is the case, and you don't plan on using them any further, then I am interested in purchasing them, the poles and the wire.

I'm really after the poles, but I could make you an offer on everything if it makes matters simpler. (I would like to get about 500 treated poles.)

Please let me know soon if you are or aren't interested in selling. I need your answer to know if I should bid on some other materials.

Thankyou ------

Sincerely,

Pete Schmidt

Pete Schmidt

RECEIVED
STATE HWY ENGR
JAN 15 74
REFER TO
Loucks
FOR
Info | Inves | R/D | DIR | Sign | Act | File

RECEIVED
JAN 16 1974
Office of
Assistant State Highway Engineer

1-16-74
Fredrickson
Ple. Ans

Saturday, Jan. 12, 1974

State of Oregon Hiway Dept.
Inquirey on I-5 widening between
Salem and Wilsonville
Salem, Oregon

REGION 2 ENGINEER
RECEIVED
JAN 16 1974
RE RCE RME RTE ROE
ULE GEO TA FILE

Dear sirs:

Please forward this letter to the contractor(s) that is/are in charge of the I-5 widening between Salem and Wilsonville.

If you would, I would appreciate being notified as to this being done and to whom it was sent so that I may handle any further correspondence directly ------

Thankyou very much.

Sincerely,
Pete Schmidt
Pete Schmidt

RECEIVED
JAN 15 1974
HIGHWAY
ADMINISTRATIVE SERVICES

7866

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 21, 1974

TO C. W. Head — Vince Gallagher
John Bond — John Herr

FROM V. E. Skoog, Fiscal Officer OREDOT
by: R. J. Hacek, Accounting Systems Officer

SUBJECT Contracts: 7660, 7866, 7960
Gordon H. Ball, Inc.

Treasurer's Receipts have been received for Time Certificate of Deposits in lieu of retainage on the contracts as follows:

Receipt No.	Bond #	Contract No.	Amount
1008	176461	7660	$10,000.00
1010	176476	7866	15,000.00
1009	176462	7960	15,000.00

A copy of the original Treasurer's Receipts and the letters will be filed in the Contract File in the Administrative Services office.

CRP:njc

C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1010

Received for Account of Gordon H. Ball Inc.

Address P.O. Box 897 Renton, Washington 98055

Date Jan. 17, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit First National Bank, Salem, Oregon Dated Jan. 16, 1974 No expiration of 30 days after date of issue or upon the expiration of each successive 30 day period thereafter	176476	1	15,000				15,000.00
							15,000.00

Purpose of Deposit In s lieu of retainage on State Highway Contract No. 7866

Authority ORS 279.575

Countersigned by Myrtle A Lowe Deputy Cashier

Edward C. Sullivan
State Treasurer

SPECIAL INSTRUCTIONS

FIRST NATIONAL BANK OF OREGON

HEAD OFFICE, PORTLAND, OREGON . CABLE "MULTNOMAH"

January 16, 1974

COPY

Mr. Merle Crowe, Cashier
State of Oregon
Treasury Department
Salem, Oregon 97310

Dear Merle:

Enclosed is our Time Certificate of Deposit No. 176476 in the amount of $15,000.

This certificate has been issued in behalf of Gordon H. Ball Co., Inc., a Dillingham subsidiary, and should be used in lieu of retainage for their contract No. 1866.

I have notified Dick Hacek of the Oregon State Highway Dept. by telephone, and he has flagged this contract pending receipt of the funds from you.

Best regards,

Douglas McGregor

Douglas McGregor
Vice President & Manager

DM:bn

Enclosure

cc: Dick Hacek
Mike Polak
Ron Kallis, Vice President

RECEIVED
JAN 16 1974
FISCAL OFFICER
DOT

CORRES-57 8-1-64

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

January 18, 1974

Gordon H. Ball Inc.
Postoffice Box 897
Renton, Washington 98055

Gentlemen:

Per instructions from the Oregon State Highway Division please find enclosed the following State Treasury safekeeping receipts covering the Highway Contracts as indicated:

Receipt No.	Amount	Contract No.	Date
1008	$10,000.00	7660	1-17-74
1009	15,000.00	7960	1-17-74
1010	15,000.00	7866	1-17-74

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek
cc: First National Bank, Salem Branch, attn: Douglas Mc Gregor

COPY

7466

3

Gordon H. Ball, Inc.

REGION 2 ENGINEER
RECEIVED
JAN 8 1974
RCE AME RTE ROE
LE GEO TA FILE

December 27, 1973

Mr. Ed Hall - Resident Engineer
Oregon State Highway Division
211 Front Street N.
Salem, Oregon 97303

RE: Material Guarantee

Dear Ed:

At the present time we believe that the materials required to construct the Concomley structure will be available as required. However, we can not guaranteee the availability of the necessary materials due to market conditions beyond our control.

Sincerely yours,

GORDON H. BALL, INC.

William D. Hoodenpyle

William D. Hoodenpyle
Project Engineer

WDH/ks

cc: File
Renton
Al Curran

RECEIVED
STATE HWY ENGR
JAN 17 '74
REFER TO
FOR
Info Invest. R/D D/R Sign Act File

cc Keasey

NOTED
A. E. JOHNSON
Routing
1 Keasey
2 Bond
3 Jackmond
4 Hardt
Johnsen
Walker
RECEIVED
JAN 15 1974
CONSTRUCTION SECTION
Scofield
Glenn
Berg

NOTED
F. B. KLAGH
RECEIVED
JAN 2 1974
E. J. HALL

Noted
Gary L. Ross

7866

RECEIVED
STATE HWY ENGR
DEC 28 73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 378-6388

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

December 26, 1973

Mr. Robert G. Davis
Executive Assistant
Office of the Governor
State Capitol
Salem, Oregon 97310

Copies to 1660 - 1960

Dear Bob:

The problems posed by Mr. Dennis Gilkison of Gordon H. Ball, Inc., in his letter to Mr. Paul Kaatz, Regional Director of the Office of Petroleum Allocation, are very real and apply to all contractors doing heavy construction work in Oregon.

Three of the four projects listed in Mr. Gilkison's letter are Oregon Highway Division contracts. Two of these are Federal-aid interstate highway projects and one is a Federal-aid secondary county road project. All three projects are under way in various stages of completion. Since construction activities are always somewhat of a hazard to motorists, it is my feeling that any necessary fuel allocations be made to complete the projects as scheduled.

In recent discussions with individual contractors and with the Associated General Contractors, we have given assurances that any delays in completion caused by inability to obtain fuel will be given due consideration in the assessment of liquidated damages. In fact, one contractor was granted additional time due to a fuel shortage on a project in Central Oregon last summer.

We are resisting any consideration for increasing contract prices because of increasing material or fuel costs at this time. We are not in favor of including any form of escalation clause in our contracts. This, in our opinion, is a modified form of "cost-plus" contracting and is not desirable.

Sincerely,

NOTED
MARIE STEPHENS

George M. Baldwin
Director of Transportation

bc Sam R. Haley
Robert E. Whipps
F. B. Klaboe
C. T. Keasey
CTK;fr fn

RECEIVED
STATE HWY ENGR
DEC 28 73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

ROUGH DRAFT
December 17, 1973

TO: Bob Davis

FROM: George M. Baldwin

181

The problems posed by Mr. Dennis Gilkison of Gordon H. Ball, Inc., in his letter to Mr. Paul Kaatz of the Federal Office of Petroleum Allocation are very real and apply to all of our contractors doing heavy construction work.

Three of the four projects listed in Mr. Gilkison's letter are Oregon Highway Division contracts and two of these are Federal-Aid Interstate Highway Projects, the third being a Federal-Aid Secondary County Road Project. All three projects are under way in various stages of completion and since construction activities, no matter how many safety features are incorporated, are always somewhat of a hazard to motorists, it is my feeling that any necessary fuel allocations be made to complete the projects as scheduled.

In recent discussions with individual contractors and with the Associated General Contractors, the Highway Administrator, Mr. Klaboe, has given assurances that any delays in completion caused by inability to obtain fuel will be given due consideration in the assessment of liquidated damages, and in fact, one contractor was granted additional time due to a fuel shortage on a project in Central Oregon last summer.

We are resisting any consideration for increasing contract prices because of increasing material or fuel costs at this time, and we are not in favor of including any form of escalation clause in our contracts. This, in our opinion, is a modified form of "cost-plus" contracting and is not desirable.

CTK:fr

RECEIVED
DEC 18 1973
Office of
Assistant State Highway Engineer

RECEIVED STATE HWY ENG
DEC 19 73
REFER TO
FOR.
Info
Inves
R/D
O/R
Sign
Ret

STATE OF OREGON

INTEROFFICE MEMO

TO: George Baldwin

DATE: December 7, 1973

FROM: Bob Davis

Noted
GEORGE M. BALDWIN

SUBJECT:

Attached is a letter from Gordon H. Ball, Inc., concerning problems in connection with obtaining necessary fuel to complete construction projects in Oregon.

Three basic issues are raised:

a. Need for an additional allocation to do the job at all;

b. Shortages in fuel will cause delays and contractors need relief from completion dates;

c. Contractors request an upward adjustment to reflect the costs of fuel.

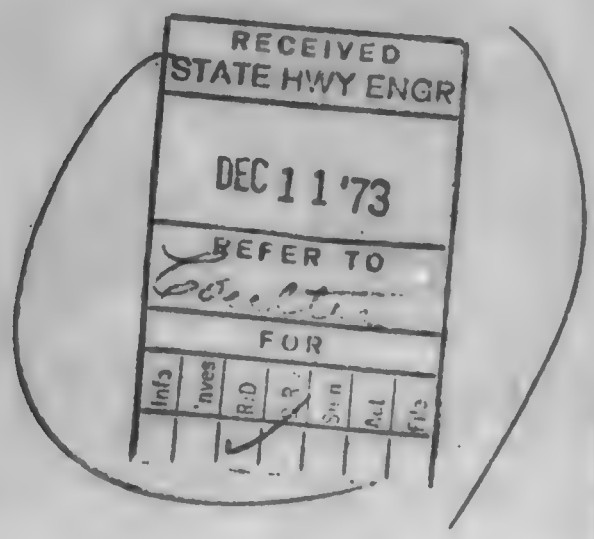
I'd like your views on this matter since there are a number of contractors involved in this kind of problem.

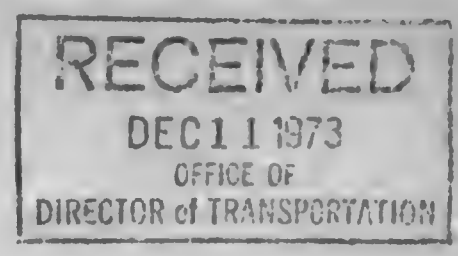
It occurs to me that the first two requests probably deserve serious consideration. The question of raising the contract price to reflect price increases seems doubtful to me in view of the overall law in connection with awarding contracts.

In any event, we need your suggestions.

RGD:mb

attachment





01-125-1367

Gordon H. Ball, Inc.

NOV 30 1973

November 28, 1973

Mr. Paul Kaatz
Regional Director
Office of Petroleum Allocation
Federal Office Building, Room 3098
Seattle, Washington 98104

Reference: Our Request, Dated November 16, 1973, for Increased Allocation of Diesel Under the Mandatory Middle Distillate Allocation Program

Mr. Kaatz:

Due to the Federal regulations which went into effect on November 1, 1973, we find ourselves in a position where we have no assurance of an adequate supply of diesel fuel for our construction projects in Oregon and Washington - Region X. This letter is to inform you that for the year 1974, due to a lack of adequate quantities of diesel, we will be unable to maintain our planned work schedules at our project sites in Oregon and Washington - on Interstate 205 near Gladstone, Oregon (State Contract No. 7660); on Interstate 5 from Salem to Woodburn, Oregon (State Contract No. 7866); on FAS-129 near Boring, Oregon (State Contract No. 7960); and on Interstate 5 near Kelso, Washington (State Contract No. 9597). Federal funds allocated to these projects total more than $40,000,000.

Our fuel problem is compounded by the fact that three of these projects - Contract Nos. 7866, 7960 and 9597 - were not in existence in 1972 and therefore had no base period for fuel allocation. Because of this, it is our contention that the use of a historical base period to determine fuel allocation is unequitable and undesirable for the construction industry. The fuel requirements for Interstate Highway contractors must be considered in relation to the specific project and its monthly needs and not to some predetermined usage which has no relationship to the problem. Our work schedules and resultant fuel demands are dependent upon the job requirements and not prior monthly usage.

At any rate, our base for fuel allocation is now determined by our 1972 usage. In Region X - Oregon, Washington and Idaho - for the year 1972 we used the following quantities of diesel.

A DILLINGHAM COMPANY

BOX 997 RENTON WASHINGTON 98055 TELEPHONE (206) 228-6480

All figures represent gallons.

	UNION OIL	TEXACO	PHILLIPS PETROLEUM	MONTHLY TOTAL
JAN	4041	-0-	2243	6284
FEB	8678	-0-	2153	10831
MAR	10160	-0-	3070	13230
APR	35465	1659	12973	50097
MAY	43042	30000	-0-	73042
JUN	7351	90000	-0-	97351
JUL	4676	82500	-0-	87176
AUG	-0-	89035	-0-	89035
SEP	-0-	45000	-0-	45000
OCT	1256	97500	-0-	98756
NOV	3191	22500	-0-	25691
DEC	1551	7900	-0-	9451
TOTAL	119411	466094	20439	605944

Total 1972 usage by State:

Oregon - 586274

Washington - 19670

Our anticipated diesel needs for Region X in 1974 are as follows:

All figures represent gallons.

	Salem, Oregon I-5	Gladstone, Oregon I-205	Boring, Oregon FAS-129	Kelso, Washington I-5	Monthly Total
JAN	274	6150	575	62982	69981
FEB	274	6150	575	63397	70396
MAR	8004	63422	1810	20850	94086
APR	40261	82506	8628	23853	155248
MAY	171321	95186	10354	20356	297217
JUN	221457	78113	15537	101191	416298
JUL	230943	45589	44626	111191	432349
AUG	230943	2700	53831	111191	398665
SEP	134903	2700	31452	111191	280246
OCT	450	1350	26960	95356	124116
NOV	450	1350	22467	11231	35498
DEC	274	-0-	-0-	11231	11505
TOTAL	1039554	385216	216815	744020	2385605

Total anticipated usage by State in 1974:

Oregon - 1641585

Washington - 744020

These figures indicate that our diesel fuel requirements in Region X for 1974 will exceed our allotment by about 1,779,661 gallons.

At the time these projects were awarded - all prior to November 1, 1973 - we had assurance from our fuel suppliers of adequate quantities at a fixed price. We now find ourselves in the intenable position of being unable to obtain the necessary fuels at the price in effect and contracted for at the commencement of these projects which is a condition completely beyond our control. Further, the nonavailability of diesel will cause costly standby and multiple mobilization costs, again completely beyond our control. These gross inequities have compelled us to inform the various State and Federal agencies involved with administration of these projects of our inability to complete the contracts without additional fuel. We are also requesting contract time and compensation additional to that set forth when these contracts were originally initiated.

The Northwest Division of Gordon H. Ball, Inc. (a subsidiary of the Dillingham Corporation) directly employs approximately 400 heads of households in Oregon and Washington. Our subcontractors employ approximately the same number. Without an adequate supply of diesel fuel for our jobs most of these men will become unemployed. In addition, construction industry statistics indicate that for every person directly employed in construction it takes 3.4 persons employed in other support activities to back him up. Today our projects directly or indirectly employ approximately 800 people and a closure of our projects would affect the employment of about 2700 wage earners. Needless to say, the resultant "mushrooming" effect could have serious economic impact in the Oregon-Washington area.

Our official request for an increased allotment was mailed to your office on November 16, 1973 for your consideration. We sincerely hope that some favorable solution is forthcoming in the immediate future.

Very truly yours,

GORDON H. BALL, INC.

Dennis Gilkison

Dennis Gilkison
Equipment Administrator

DG:ms

cc: E. R. Ferguson
Bob Burroughs
Governor Daniel Evans
Governor Thomas McCall

#7866

FORM E-90-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 19, 1973

SUBJECT: Advance on Materials (Structural Steel)
Woodburn-Hayesville Section
Pacific Highway I-5

To: C. O. Fredrickson
Region Engineer
Attn: Gerald Wimer

FROM: C. T. Keaney
Construction Engineer

The request from Western Steel Company, Salt Lake City, through Donald M. Drake Company, subcontractor, and Gordon H. Ball, Inc., prime contractor, for advance payment on fabricated structural steel members stored at their yard in Salt Lake City is not approved.

This would be in violation of our specifications (page 34, Special Provisions) in that there is no way that the Salt Lake City site could be construed to be "in close proximity to the project."

If the fabricated steel members are transported to and suitably stored on a site in "close proximity" to the project, advances on materials could be allowed.

CTK:fr

cc: H. S. Coulter

RECEIVED
DEC 20 1973
Office of
Assistant State Highway Engineer

#7866

Form FHWA 121 (Rev. 8-73)

5

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-5(36)260
Woodburn Interchange-Hayesville Interchange
State Force Order No. 9
Repair of County Roads

DATE: December 18, 1973

In reply refer to: 10-35-B2

FROM : G. L. Green, Division Engineer

NOTED
A. E. JOHNSON

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Your formal submission of State Force Order No. 9 covering the payment to Marion County for repairing their roads has been considered.

Our review of the contract and plans show (Sheet 2F-1, Austin Borrow Source) that access was available across Ridge Drive and the Oregon Electric RR to the project.

A right of entry was granted and the railroad constructed the crossing on May 4, 1973. As this was available for the contractor and he chose not to use the crossing and as the specifications obligate the contractor to maintain haul roads we do not consider this work as eligible for Federal Interstate participation.

for G. L. Green
G. K. Hoosier

RECEIVED
STATE HWY ENGR
DEC 20 '73
REFER TO
Orig - Coulter - TAA
FOR
Info | Inves | R/D | R/R | Signs | Util | File

Cy - adj/file

7866

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE December 18, 1973

TO C. W. Head
John Bond
Vince Gallagher
John Herr

FROM Vernon E. Skoog, Fiscal Officer-OREDOT
By: R. J. Hacek, Accounting Systems Officer

SUBJECT Contract 7866
Gordon H. Ball, Inc.

Treasurer's Receipt No. 988 (Time Certificate of Deposit 156336) in the amount of $10,000 has been deposited in lieu of retainage on Contract No. 7866.

A copy of letter and original Treasurer's Receipt will be filed (in the contract file) in the Administrative Services office.

CRP:kmb

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 988

Received for Account of: Gordon H. Ball Co. Inc.
P.O. Box 897
Renton, Washington 98055

Date: December 14, 1973

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit First National Bank, Salem, Oregon Dated Dec. 13, 1973 Due 30 days after date and after each successive 30 day period	156336	1	10,000				10,000.00
							10,000.00

RECEIVED
DEC 17 1973
Contract Acctg.

Purpose of Deposit: In lieu of retainage on State Highway Contract No. 7866

Authority: ORS 279.375

Countersigned by: [signature] Deputy Cashier

[signature] State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

December 14, 1973

Gordon H. Ball Inc.

P. O. Box 897
Renton, Washington 98055

Gentlemen:

Per instructions from the Oregon State Highway Division, please find enclosed Oregon State Treasury safekeeping receipt number 988, dated December 14, 1973, covering Time Certificate of Deposit number 156336, in the amount of $10,000.00 drawn on the First National Bank, Salem Branch, Salem, Oregon.

We have credited your State Highway Contract number 7866.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek
cc: First National Bank of Oregon, Salem Branch,
attn: Douglas Mc Gregor, Vice Pres.

RECEIVED
DEC 17 1973
Contract Acctg.

RECEIVED
DEC 17 1973
FISCAL OFFICER
DOT

COPY

#7866

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COULTER

Salem, Oregon
December 14, 1973

To: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Temporary Shoulder Rock
Woodburn Int.-Hayesville Int. Section
Pacific Highway - I-5

FROM: C. T. Keasey
Construction Engineer

I have reviewed the proposal from Resident Engineer Ed Hall to place 5,000 cubic yards ± of shoulder aggregate against the edge of the paved shoulder on the subject section in those locations where the existing contaminated shoulder was removed. The cost of this proposal is estimated at $18,500.

It was intended to place base materials behind this removal work as soon as lime treatment could be accomplished. However, the labor strikes and subsequent onset of the rainy season have prevented this phase of the work from being completed.

As the work now stands, we still have the full 12' travel lanes and the full paved shoulders still extant, and although there is some minor hazard from the 1.5 foot vertical edge, the lowered driving speeds and the delineation and signing now provided appear to be adequate. This condition has obtained for some considerable time and there is no record of any accidents resulting from this condition.

The proposed corrective work is temporary and all the aggregate used would be lost in completing the subgrade.

I recommend that this material not be placed.

CTK:fr

12-18-73 CTK
I agree. +
Please advise Region

RECEIVED
DEC 17 1973
Office of
Assistant State Highway Engineer

FORM 16-88

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

Kessey Scofield S
Bond Glenn
Jackmond DEC 14 1973 Berg
Hardt
Johnson CONSTRUCTION
Walker SECTION

RECEIVED
DEC 12 1973
Chief Engineer
Assistant State Highway Engineer

DATE December 11, 1973

TO H. S. Coulter
ASSISTANT STATE HIGHWAY ENGINEER

FROM C. O. Fredrickson
REGIONAL ENGINEER

SUBJECT Temporary Shoulder Rock
Woodburn Interchange
Hayesville Interchange Section

We are enclosing a copy of a memo to the files from E. J. Hall, Resident Engineer on the subject project. In this letter he explains the condition of the roadway in its partially completed state, and also the reason the excavation was done in this manner. Basically, there is existing about 45,000 lineal feet of roadway where the shoulder rock has been removed to a depth of about 1.5 feet leading a vertical drop-off. This vertical drop-off occurs at the edge of the paved shoulder on the outside of the roadway.

The Resident Engineer suggested that this area be filled in with granular material on a 2+ 1 slope to provide an area more easily crossed by traffic. It is estimated that this would take approximately 5,000 cubic yards of material, and after credits are applied result an additional cost to the project of about $18,500. Because of the stage of the excavation on this project, this granular material would have to be incorporated as a portion of the subgrade.

A check with the Resident Engineer's Office and with the Oregon State Police Office, has shown that there have been no accidents on this section as a result of this vertical edge. The contractor has placed abrupt edge signs at approximately 1 quarter mile intervals, and with the reduced speeds that are in effect this appears to have been sufficient to prevent any difficulties, at least up until this time. With this type of accident history it becomes questionable whether an expenditure of this amount can be justified. Although,

undoubtedly this would provide a smoother transition at the shoulders than the vertical edge now does.

Please review this information and advise this office if you feel that the installation of this material should be investigated further.

COF/elk
Attachs.
cc: C. T. Keasey
E. J. Hall

624-1089

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE December 5, 1973

TO MEMO TO THE FILE

FROM E. J. Hall
Resident Engineer

SUBJECT Existing Shoulder Excavation
Woodburn Inter. - Hayesville Inter. Section
Pacific Highway - Marion County
Contract No. 7866

Only a minor amount of mainline grading was done before this project was struck June 1, 1973. Most of this was in May.

When this mainline grading work commenced it almost immediately became apparent the existing shoulders were contaminated. Also the ground under these existing shoulders was quite wet and soft. The contaminated shoulder rock slowed, restricted, or in some cases even blocked lateral drainage.

I, therefore, at that time ordered removal of all of the mainline rock slope. This was done with the full knowledge and approval of FHWA Area Engineer Paul Riedl and Regional Construction Engineer Gerald Wimer.

It was important that rock slope excavation be done relatively early in the grading to insure incorporation of the contaminated rock in the adjoining new fill. It was also necessary to allow drying of the underlying areas. Some of these underlying areas had to be sub-excavated. They all had to be treated with lime and the sub-excavated areas backfilled with granular material.

After the strike, the contractor proceeded with his grading operations. In harmony with the new embankment construction the existing rock slopes were rolled over into these fills. In no case did the shoulder excavation materially precede the new embankment construction. In essence the contractor did not excavate the existing rock slopes at an unnecessarily early date. He almost concurrently completed to a rough grade stage the adjoining embankment.

Practically all of the new embankment that has been

finished have been lime treated and surfacing rock placed. At the most there is only 1,500 lineal feet of finished subgrade that hasn't been so backfilled.

When it became apparent in the fall that liming could not be done on all of the embankments that had been started, further rock slope excavation was verbally stopped sometime during the middle of September. However, when grading was recommenced after the next rain storm under the new job superintendent, Al Curran, a minor amount was recommenced before the operation could be halted.* The quantity involved is so inconsequential, we should forget it.

Besides the reasons given above for the quantity of existing unprotected vertical shoulder, it should be pointed out that the contractor was operating with 14 bull-dozers, 11 rollers, 8 loaders, 10 blades, 1 drag-line, 4 back-hoes, 10 scrapers, 55 dump trucks and 4 water wagons. It took this amount of shallow fill areas to allow this quantity of equipment to operate without undue restriction. I do not believe any more rock slopes have been cut out than was necessary to allow a reasonable operating area.

EJH/ec

*October 1, 1973

cc: C. O. Fredrickson

7866

FOSTER

GENERAL HEADQUARTERS: PITTSBURGH, PENNSYLVANIA • OFFICES IN PRINCIPAL CITIES

L. B. FOSTER CO.

REGIONAL HEADQUARTERS: ONE CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7080

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

DATE DECEMBER 11, 1973

TO: OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BLDG.
SALEM, OREGON 97310

Dear Sir:

It is with a great deal of pleasure that we have commenced delivery of material to your property which is described as: SALEM WOODBURN JOB
CONTRACT # OSHD 7866
in the county of MARION AND POLK, State of Oregon, and on the order of (contractor) DONALD M DRAKE CO, PORTLAND, OREGON. Although your order came to us indirectly, we assure you that we do appreciate your patronage.

This notice is part of the customary routine of transacting the building material business, and is to inform you that we have furnished materials to your property on the order of, and charged to a third party. If, for some reason, we do not receive payment a lien may be claimed.

The first of such materials and supplies were furnished and delivered by the undersigned on the 6TH day of DECEMBER 1973, and a lien may be claimed for all such materials or supplies delivered on and after that date. The payment by owner or lender to the contractor does not remove the right of the person furnishing materials or supplies to claim a lien against the property, unless the person giving the notice is, in fact, paid, and no further notice or any subsequent delivery to the owner is necessary.

This notice is sent to you as the owner, or reputed owner, of the premises upon which the materials and supplies are to be used and in compliance with the laws of the State of Oregon set forth in ORS 87.020.

Please do not hesitate to call on us if there is anything about this notice, that you do not understand, or if we can be of any other assistance to you.

Very truly yours,

L. B. FOSTER COMPANY

Arleen Roberts

Arleen Roberts
Office Manager

AR/wd:
REGISTERED MAIL NO. 399114
JOB: SALEM WOODBURN JOB

NOTED
C. W. HEAD
12/7/73

FOSTER

GENERAL HEADQUARTERS: PITTSBURGH, PENNSYLVANIA • OFFICES IN PRINCIPAL CITIES

L. B. FOSTER CO.

REGIONAL HEADQUARTERS: ONE CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

PUBLIC JOB

THROUGH THE NORMAL COURSE OF BUSINESS, WE WOULD CERTAINLY NOT EXERCISE A LIEN ON YOUR PROJECT - A PROJECT WHICH IS IMPORTANT TO OURSELVES AND TO OUR CUSTOMERS. IT IS OUR UNDERSTANDING, HOWEVER, THAT PRESENT LAWS DICTATE THAT WE SEND THIS PRELIMINARY NOTICE.

IN ORDER TO PRESERVE LIEN AND STOP NOTICE RIGHTS, A MATERIAL DEALER OR SUB-CONTRACTOR HAS TO SEND A PRELIMINARY NOTICE, NOT LATER THAN 10 DAYS AFTER FIRST DELIVERY OR COMMENCEMENT OF WORK ON EACH JOB, TO THE PRIME CONTRACTOR.

WE APPRECIATE YOUR COOPERATION IN THIS MATTER, AND HOPE THAT YOU WILL CALL IF THERE ARE ANY QUESTIONS.

L. B. FOSTER COMPANY

#1846

LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

November 26, 1973

Mr. David J. Astle
Administrator
Railroad Division
Public Service Building
Salem, OR 97310

RE: PUC 860 SXF 623

Dear Mr. Astle

Enclosed is an original and five copies of the Application of the State Highway Commission in the above-subject matter.

Two of the copies are for service upon Oregon Electric Railway Company, one copy for service upon Marion County, and two copies are for use by your office.

Very truly yours

LEE JOHNSON
Attorney General

Jack L. Sellis
Assistant Attorney General

JLS:clh
Enclosures
cc: F. E. Klabee ✓
C. O. Fredrickson
C. T. Keasey
Harold Reynoldson
James E. Chidsey

NOTED
H.S.COULTER

RECEIVED
NOV 27 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
NOV 27 '73
REFER TO
FOR

PUC Docket No. _____

Crossing No. 3E-66.2

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

A REVISED APPLICATION TO CONSTRUCT OR ALTER A RAILROAD-HIGHWAY
GRADE CROSSING

Formal Title:

In the matter of the application of the State of Oregon, by and through its Department of Transportation, Highway Division

for the authority, pursuant to ORS 763.030 (763.020/763.030) to

Alter (construct/alter) a crossing of Chemawa Road (street or highway name and/or number),

with the tracks of Oregon Electric Railway Company (name of railroad)

near (in/near) Bush (name of city, town or nearest railroad station),

Marion (name of county), Oregon.

Form AC-3/73 Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO CONSTRUCT OR ALTER A RAILROAD-HIGHWAY
GRADE CROSSING

1. Name of Applicant: State of Oregon, by and through its Department of Transportation, Highway Division
   Address: Highway Office Building, Salem, OR 97310

2. Statutory authority under which this application is made ORS 763.030

3. Location of proposed project:

   City or Town approximately 2.5 miles north of Salem

   Nearest railroad station Bush

   County Marion. The proposed project is in the NE 1/4 of the SW 1/4 of Section 36, Township 6S, Range 3W, Willamette Meridian.

4. This project involves a public highway (to be) known as Chemawa Road (name and/or number of street or highway)

5. This project involves the tracks of the Oregon Electric Railway Company, (name of railroad) main line (name of branch or main line) at railroad milepost 66.2.

6. Is it possible or practical to construct the street or highway above or below grade? no (yes/no)

   If no, why not? It is not economically feasible to construct an overcrossing at this time.

   (If yes, use application form SS-3/73)

7. List the proper parties of interest:

A. Oregon Electric Railway Company

B. Marion County

C. Portland General Electric Company

D. Pacific Northwest Bell Telephone Company

E. _____

F. _____

8. What is (to be) the average daily traffic volume on the highway?

A. Upon completion of project 2500 (number of vehicles)

B. Expected within five years after completion 3000 (number of vehicles)

If this is to be a new crossing, explain how the estimate was made and the growth in traffic expected over the next five years.

_____

_____

_____

9. Observed (or anticipated) average vehicle speed over the crossing 25 MPH

10. What is (to be) the average number of train movements over the crossing per day? Passenger 0; Freight 4; Switch 0

11. What is the maximum allowable train speed over the crossing? 25 MPH

Typical train speed: Passenger _____; Freight 25 MPH; Switch _____

Slowest normal train speed: 10 MPH

12. The proposed street or highway will approach the crossing on the Ascending (ascending or descending) grade of 0.412% from the West (direction), and on descending (ascending or descending) grade of 0.412% from the East (direction).

13. Describe the general nature and intent of the project. The project consists of re-alignment of Chemawa Road necessitated by the complete reconstruction of the Chemawa Overcrossing of the Pacific Highway (I-5) to accommodate six lanes on I-5.

14. Is the construction contemplated necessary for the service, accommodation and convenience of the public? Yes If yes, why? to more adequately handle the present and future traffic flows over the existing Chemawa Road.

15. Is the vision of trains approaching the crossing limited from:

A. A point on the highway 50 feet from the intersection? No

B. A point on the highway 400 feet from the intersection? No

16. Will vision of signal devices (including crossbucks) to be installed at the crossing be obstructed from the view of a driver of an approaching vehicle on the main approach road within 1500 feet of the crossing? Yes. If yes, please explain by what and at what points it is (to be) obstructed: Eastbound traffic will be unable to see the signal devices until they are approximately 400 feet from the crossing due to the curvature in the road.

17. List type(s) of protection to be installed:

A. Protection type Cantilever flashing lights with gongs and drop-arm gates

1. Who will perfrom the installation? Oregon Electric Railway Company

2. Who will pay for said installation?

Name of Party	Percent of Cost
State of Oregon, Highway Division	100%

3. Who will perform the maintenance? Oregon Electric Railway Company

4. Who will pay for said maintenance?

Name of Party	Percent of Cost
Oregon Electric Railway Company	100%

B. Protection type Advance warning signs & pavement markings

1. Who will perform the installation? State of Oregon, Highway Division

2. Who will pay for said installation?

Name of Party	Percent of Cost
State of Oregon, Highway Division	100%

3. Who will perform the maintenance? Marion County

4. Who will pay for said maintenance?

Name of Party	Percent of Cost
Marion County	100%

C. Protection type N/A

1. Who will perform the installation? N/A

2. Who will pay for said installation?

Name of Party	Percent of Cost
N/A	N/A

3. Who will perform the maintenance? N/A

4. Who will pay for said maintenance?

Name of Party	Percent of Cost
N/A	N/A

18. Who will construct the crossing?

A. Oregon Electric Railway Company - track work

B. State of Oregon, Highway Division - Asphaltic Concrete Surfacing

19. Who will pay for such construction?

Name of Party	Percent of Cost
State of Oregon, Highway Division	100%

20. Who will maintain the crossing?

A. Between the rails and for a distance two feet outside thereof

Oregon Electric Railway Company

B. Remainder of crossing area Marion County

21. Who will pay for said maintenance?

A. Between the rails and for a distance two feet outside thereof

Oregon Electric Railway Company

B. Remainder of crossing area Marion County

22. Other items of construction and cost distribution:

The existing two lane crossing will be reconstructed approximately 150 feet south and replaced with two 12-foot travel lanes and two 12-foot truck and bus stop lanes separated by a 16-foot median and bounded by 10-foot shoulders.

On the southerly side of the roadway will be an 8-foot asphaltic concrete bikeway and footpath both behind a Portland Cement concrete curb. The curb will not extend westerly across the track area. The crossing signal on the west side of the tracks will be placed between the roadway and the bikeway. East and west bound traffic on the bikeway will be protected by a painted "STOP" and stop lines on the pavement.

23. Are the maps and drawings required by OAR 43-045 attached to this application? Yes (See attached sheet for details.)
(Drawing No. 9B-10-4)

24. List all crossings located within one-half mile of the proposed or altered crossing and show how they are protected:

C-723.5 - Flashing lights with gongs and drop-arm gates
(This crossing is being reconstructed and will be in service in the near future)

25. Upon completion of this project, will it be possible to close any existing crossings in the area? No

If yes, list and explain.

If no, explain why not.

None in the vicinity which are not necessary to the safe and orderly flow of traffic.

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 26th day of November, 1973.

R. E. Johnson
(Applicant)

Ivan L. Lee
(Attorney)

I, R. E. Johnson, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

R. E. Johnson

STATE OF OREGON)
) ss.
County of)

Subscribed and sworn to before me this 26th day of November, 1973.

Ivan L. Lee
(Notary Public for Oregon)

My Commission Expires: 12-16-76

I hereby certify this to be a true copy of the application on file herein.

Ivan L. Lee
Assistant Attorney General

7866

5

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 19, 1973

TO C. W. Head Vince Gallagher
John Bond John Herr

FROM R. J. Hacek
Accounting Systems Officer

SUBJECT Contract 7866, Gordon H. Ball, Inc.

Treasurer's Receipt No. 950 indicates that T.C.D. No. 156281 in the amount of $75,000 has been deposited in lieu of retainage on the above contract.

A carbon of the original receipt will be filed (in the contract file) in the Administrative Services Office.

RJH:kmb
Attachments

NOTED

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 950

Received for Account of Gordon H. Ball Inc.
P.O. Box 897
Renton, Washington 98055

Date November 19, 1973

Address

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit First National Bank, Salem, Oregon Dated Nov. 16, 1973 Maturity: 30 days after date, after each successive 30 day period	156281	1	75,000				75,000.00
							75,000.00

In lieu of retainage on State Highway Contract No. 7866

Purpose of Deposit ORS 279.375

Authority

Countersigned by _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

November 19, 1973

Gordon H. Ball Inc.
Post Office Box 897
Renton, Washington 98055

Gentlemen:

Enclosed please find Oregon State Treasury safekeeping receipt number 950, dated November 19, 1973, in the amount of $75,000.00 covering Time Certificate of Deposit number 156281 dated November 16, 1973, drawn on the First National Bank of Oregon, Salem, Oregon.

We have credited your Oregon State Highway Contract number 7866.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc:Oregon State Highway Division,attn: Dick Hacek
cc:First National Bank of Oregon, Salem Branch, attn Douglas Mc Gregor, Vice Pres.

RECEIVED
NOV 20 1973
FISCAL OFFICER
DOT

COPY

FIRST NATIONAL BANK OF OREGON

SALEM BRANCH, 280 LIBERTY N.E., P.O. BOX 2049, SALEM, OREGON 97308, TELEPHONE: 364-3371

4114

November 16, 1973

Mr. Merle Crowe, Cashier
State of Oregon
Treasury Department
Salem, Oregon 97310

Dear Merle:

Enclosed is our Time Certificate of Deposit No. 156281 in the amount of $75,000.

This certificate has been issued in behalf of Gordon H. Ball Co., Inc., a Dillingham subsidiary, and should be used in lieu of retainage for their contract No. 7866.

I would appreciate your contacting Dick Hacek of the Oregon State Highway Department by telephone, number 378-6578, to confirm receipt of these funds.

Sincerely,

Douglas McGregor
Vice President & Manager

DM:bn

Enclosure

cc: Dick Hacek
Mike Polak

#7866

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 19, 1973

Oregon Transportation Commission

ORIGINAL SIGNED
J. B. BOYD

J. B. Boyd
Right of Way Engineer

NOTED
F. B. KLABOE

The following agreements have been entered into and will be on the agenda of the November 21 meeting for your information and for entry in the Commission minutes.

1. Approved by Chairman Jackson on October 30, 1973. A construction and maintenance agreement with the Burlington Northern, Inc. granting the State an easement for roadway purposes over and across portions of Burlington Northern's right-of-way, granting the State a temporary haul road crossing, and providing for the reconstruction of the Chemawa Road over the railroad's property on the Woodburn Interchange-Hayesville Interchange Section of I-5. The cost to the State is $48,425, plus flagging costs which have not been estimated. The agreement has been approved by the Federal Highway Administration and the project is eligible for the Interstate participation. - #7866

2. Approved by Vice President Fisher on November 8, 1973. An agreement with Grandview Irrigation Company for the reconstruction of irrigation facilities to accommodate highway construction on the Milton Freewater-Washington State Line Section of the Oregon-Washington Highway. The estimated cost to the State is $1200. The Federal Highway Administration has approved this agreement. - #7970

JB:HA

cc George M. Baldwin
C. W. Head
F. B. Klaboe
Gary Sund

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

#-7866

11-9-73

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U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-5-5(36)260

STATE PROJECT NO.
WOODBURN-HAYESVILLE INTERCHANGE SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
1-731

COUNTY NAME
MARION

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR & STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
NOV 1373
REFER TO
FOR
Orig + Rlw
Init. | Chrons | R/D | C/R | Sign | Act | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
SEE BELOW

FEDERAL ROUTE NUMBER
INTERSTATE ROUTE 5

STATE ROUTE NUMBER
PACIFIC HIGHWAY #1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
UPON EXECUTION OF THE AGREEMENT WITH THE SOUTHERN PACIFIC TRANSPORTATION COMPANY BY THE OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, YOU ARE AUTHORIZED TO PROCEED WITH THE WORK COVERED BY THE AGREEMENT.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) RAILROAD ADJUSTMENT WORK.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
THE PROPOSED AGREEMENT WITH THE SOUTHERN PACIFIC TRANSPORTATION COMPANY SUBMITTED WITH MR. CHIDSEY'S OCTOBER 31, 1973 LETTER IS APPROVED AS TO FORM.

PLEASE FURNISH US WITH COPIES OF THE FULLY EXECUTED AGREEMENT FOR OUR FORMAL APPROVAL.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-9-73	Lowell D. Chidsey	DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7866

5

bc: L. Green w/signature page
W. Head
H. S. Coulter
L. H. Young
C. T. Keasey
J. L. Sollis
V. L. Gallagher
V. E. Skoog
C. O. Frederickson
E. J. Hall
J. W. Valentine

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

November 6, 1973

Burlington Northern Inc.
1101 NW Hoyt Street
Portland, OR 97207

Mr. H. F. Moy

Construction and Maintenance Agreement
Chemawa Rd. X'ing with Burlington Northern
Woodburn Int.-Hayesville Int. Section
Pacific Highway (I-5)
Marion County
Contract No. 7866

Dear Sir:

Enclosed is a fully-executed copy of the Construction and Maintenance Agreement on the above-captioned grade crossing at Chemawa in Bush, Marion County, which was submitted to us with your letter dated September 12, 1973. This document was approved by the Chairman of the Oregon Transportation Commission and signed by the Acting Administrator and State Highway Engineer on October 30, 1973. It is now being returned to you for your files.

You are hereby authorized to proceed with the adjustment of your facilities as detailed in Exhibit "C" and shown on Exhibit "A-1", as of March 16, 1973.

Please contact Mr. E. J. Hall, Resident Engineer at 2111 Front Street NE, Salem, telephone 378-8135, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to March 16, 1973, will be made subject to the provisions of PPM 30-3 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of this work in the bill.

Very truly yours,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Enc.

NOTED
C W HEAD

7866

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FORM S-20 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

November 6, 1973
Salem, OR 97310

To: C. W. Head, Manager
Administrative Services

B U I L D I N G

SUBJECT: Construction & Maintenance Agreement
Woodburn Int.-Hayesville Int. Sec.
Pacific Highway (I-5)
Marion County
Fed. Project No. I-5-5(36)260
Contract No. 7866

RAILROAD COMPANIES
FILE No. 758

Attached is the State's counterpart of the agreement with Burlington Northern Inc., providing for the installation of flashing lights and cross arm gates at the crossing of Burlington Northern railroad tracks at Chemawa Road in Bush, Marion County. Also included in this agreement is a temporary construction permit to allow the contractor to haul construction materials across the Burlington Northern railroad tracks. Please place this document in your files.

All work under this Construction and Maintenance Agreement will be performed by the Railroad, with the exception of the furnishing and placing of standard advance warning signs and pavement markings. Upon completion of the installation of these signals, the Railroad will perform all maintenance necessary to maintain the signals in the proper condition.

Upon completion of the project, the maintenance of the advance warning signs and the pavement markings will be the responsibility of the Marion County, as provided in the PUC Order. The Accounting Section will ultimately be required to audit and pay the bill for the work performed by the Railroad forces as set forth in Sections 5 and 6 and Exhibit "C" of this agreement. The Construction Section will be required to approve this bill before the Accounting Section performs the audit.

The Section Heads should review this agreement and acquaint themselves with the responsibilities of their Section in fulfilling this agreement.

J. E. Chidsey
Railroad and Utility Engineer

JEC:jly
Attach.

cc: H. S. Coulter
C. T. Keasey w/agr.
D. H. Moehring "
V. E. Skoog "
J. B. Boyd "
R. N. Chase " (4)
J. L. Sollis "
C. O. Frederickson "
J. W. Valentine "
SP*82478-734 E. J. Hall " - Please furnish copy to DE when project is complete.

NOTED
C. W. HEAD

7866

A E. Johnson

Gordon H. Ball, Inc.

NOTED
A. E. JOHNSON

November 2, 1973

NOTED
E. S. HUNTER

Mr. E. J. Hall, Resident Engineer
Oregon State Highway Department
2111 Front Street, N. E., Suite 104
Salem, Oregon 97303

Subject: Oregon State Highway Department Contract 7866
Woodburn Interchange-Hayesville Interchange

Dear Ed:

Today a condition developed that is beyond the control of the Contractor which must be brought to your attention.

Please refer to the attached letters, addressed to Mr. Paul Kaatz and Chevron Asphalt Company, regarding the failure to obtain needed fuel to continue the project.

Without fuel we are unable to continue to maintain a schedule on this critical job.

Please consider this our notification for consideration for adjustment of contract time and compensation additional to that set forth in the contract.

We may be unable to obtain fuels at prices in effect and contracted for at the commencement of the contract which is a condition completely beyond our control. Further non-availability of fuel will cause costly standby and multiple mobilization obligations again completely beyond our control.

Our concern is to run a safe, efficient job in accordance with the contract we entered into with the State of Oregon. We find ourselves facing a most serious situation where due to Federal intervention we may be unable to proceed to a safe conclusion.

cy Courts
11-19-73

RECEIVED
STATE HWY ENGR
NOV 19 '73
REFER TO
FOR
Info | Invest | R/D | DIR | Sign | Act | File

A DILLINGHAM COMPANY

BOX 897 RENTON WASHINGTON 98056 TELEPHONE (206) 226-6460

In accordance with Section 109.05 of the Standard Specifications this is our notice of a potential claim if we cannot quickly resolve the problem.

Please contact us so that we can best determine the proper course of action and keep the job on schedule.

Very truly yours,

GORDON H. BALL, INC.

E. R. Ferguson
Vice President

ERF:mls

Enc.

cc: R. Burroughs, Danville GHB Office
Job 513

RECEIVED
NOV 6 1973
OFFICE OF RESIDENT ENGINEER
E. J. HALL
RE ASS'T ASS'T OE FILE TA.

E. A. E. Johnson

Gordon H. Ball, Inc.

NOTED
E. S. HUNTER

November 2, 1973

Chevron Asphalt Company
P. O. Box 125
Richmond Beach, WA 98160

Attention: Mr. Coley Wykoff

Subject: Oregon State Highway Department Contract 7866
Woodburn Interchange-Hayesville Interchange

Gentlemen:

Enclosed is our letter sent this date to Mr. Paul Kaatz.

Quite frankly we find ourselves in an untenable position and request your full assistance in overcoming the problem.

We are unfamiliar with the red tape now being generated to ensure that our priority activity continues to completion without delay.

We ask that you continue to fulfill our contractural requirements on this partly completed project on Interstate 5 to ensure the safety of the traveling public.

Please contact me on Monday, 5 November, as every day without fuel compounds our exposure.

Very truly yours,

GORDON H. BALL, INC.

E. R. Ferguson
Vice President

ERF:mls

Enc.

cc: R. Burroughs, Danville GHB Office
E. J. Hall, Resident Engineer, OSHD
Job 513

A DILLINGHAM COMPANY

BOX 897 RENTON WASHINGTON 98055 TELEPHONE (206) 228-6480

Gordon H. Ball, Inc.

November 2, 1973

Mr. Paul Kaatz
Federal Office Building
909 First Avenue, Room 3098
Seattle, WA 98104

Subject: Oregon State Highway Department Contract 7866
Woodburn Interchange-Hayesville Interchange

Dear Mr. Kaatz:

This morning we attempted to order burner fuel for our asphalt plant located at Salem, Oregon. Our supplier, Chevron Asphalt Company, informed us that we had no allotment since this 20 million dollar Interstate 5 Freeway Project was bid in March of 1973.

We respectfully request your assistance to obtain the necessary burner fuel as well as diesel fuel to continue this vital project. Until such time as we can obtain the necessary allocation the project will be at a standstill with attendant hazard to the traveling public.

We request your immediate reply as this is a condition completely beyond our control and did not exist at the time of bidding.

Very truly yours,

GORDON H. BALL, INC.

E. R. Ferguson

E. R. Ferguson
Vice President

ERF:mls

cc: R. Burroughs, Danville GHB Office
Coley Wykoff, Chevron Asphalt Company
E. J. Hall, Oregon State Highway Resident Engineer
Job 513

A DILLINGHAM COMPANY

BOX 897 RENTON WASHINGTON 98055 TELEPHONE (206) 228 8480

7866

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 30, 1973

TO MEMO TO THE FILE

FROM A. E. Johnson
Acting State Highway Engineer

SUBJECT State-Burlington Northern, Inc.
Construction and Maintenance Agreement
Woodburn Interchange-Hayesville Interchange
I-5, Marion County
Contract 7866

On this date, Chairman Jackson approved a construction and maintenance agreement between the State and Burlington Northern, Inc., granting the State an easement for roadway purposes over and across portions of the Burlington Northern's right-of-way, granting the State a temporary haul road crossing, and providing for the reconstruction of the Chemawa Road over the railroad's property on this section.

The cost to the State is $48,425 plus flagging costs which have not been estimated.

The agreement has been approved by the Federal Highway Administration and the project is eligible for Interstate participation.

AEJ:ja

cc Glenn L. Jackson

bc Cecil Head
F. B. Klaboe
H. S. Coulter
E. S. Hunter
J. B. Boyd
C. T. Keasey
J. H. Versteeg
V. E. Skoog
L. H. Young
C. O. Fredrickson

FORM E-20 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310
October 24, 1973

To: H. S. Coulter
Assistant State Hwy. Engineer

B U I L D I N G

SUBJECT: Construction & Maintenance Agreement
Woodburn Int.-Hayesville Int. Sec.
Pacific Highway (I-5)
Marion County
Project No. I-5-5(36)260
Contract No. 7866
R/W File: 47417

Attached for your approval are two copies of a Construction and Maintenance Agreement between the Burlington Northern Inc. and the State of Oregon, by and through its Department of Transportation, Highway Division, granting the State an easement for roadway purposes over and across portions of the Burlington Northern's right of way, granting the State a temporary haul road crossing, and providing general conditions for the reconstruction of the Chemawa Road over Burlington Northern's property on the subject section.

This Construction Agreement has been approved by the Federal Highway Administration and all applicable Section Heads in the Highway Division. Please approve this agreement and then forward it to Mr. Klaboe for him to obtain the approval of Mr. Jackson, Chairman of the State Transportation Commission; and after approval by Mr. Jackson, sign the agreement in the appropriate spot. After Mr. Klaboe has signed this agreement, please return it to me and I will make distribution of the fully-conformed copies to all interested parties.

J. E. Chidsey
Railroad and Utility Engineer

JEC:jly
Attach.

cc: F. B. Klaboe
C. T. Keasey
C. W. Head
V. E. Skoog
J. H. Versteeg
J. B. Boyd
Jack Sollis
C. O. Frederickson
E. A. Hall
J. W. Valentine

RECEIVED
OCT 25 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
OCT 26 73
REFER TO
FOR

GPO 52475-794

7866

October 25, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. N. Young
Office Engineer

Federal-aid Project
No. I-5-5(36)260

SUBJECT Request Change Order Approval

Contract 7866, State Force Order No. 9

Project Woodburn Intchge. - Hubbard Intchge.

Highway Pacific

County Marion

The Order covers Marion County forces repairing their roads where it was necessary for the contractor to haul over them from mandatory borrow sources. This work is the responsibility of the State in accordance with Section 106.03, paragraph (b-3) of the Standard Specifications. The County has agreed to repair the roads charging only the cost of the aggregates required. It is considered in the public's interest to have County forces perform this work rather than having it performed by the contractor on an Extra Work Order basis.

The estimated total cost of the work to be done under this order is $2,500 with Federal participation of $2,250. Reimbursement on an actual cost basis is requested.

Attached are copies of a letter from the Regional Construction Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on September 24, 1973.

Your approval as of September 24, 1973 is requested.

Attach.
JK:pr

S

#7866

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6311

October 22, 1973

Mr. Thomas Kornelis
Chief, Branch of Land
Bonneville Power Administration
P.O. Box 3621
Portland, OR 97208

Access from Waconda Road
Oregon City-Chemawa Transmission Line
Woodburn-Hayesville Section
Pacific Highway (I-5)
Marion County

Dear Mr. Kornelis:

Attached is a portion of our plan sheets for Waconda Road Undercrossing, upon which the proposed access to your Oregon City-Chemawa transmission line is shown in red. The proposed access utilized a portion of the access to the Weinman property. The grade of this access was found to be excessive.

A new access to the Weinman property has been designed to provide the gradient required. BPA's revised access is as shown in blue on the attached sketch of the new access.

Please advise whether the new access is satisfactory for your use.

Very truly yours,

Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:jly
Attach.
bc: H. S. Coulter
C. O. Frederickson
E. J. Hall
J. W. Valentine

NOTED
H.S.COULTER

7866

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 22, 1973

TO C. W. Head — Vince Gallagher
John Bond — John Herr

FROM R. J. Hacek
Accounting Systems Officer

SUBJECT Contract 7866, Gordon H. Ball, Inc.

Treasurer's Receipt #921 indicates that T.C.D. #156235 in the amount of $25,000 has been deposited in lieu of retainage on the above contract.

A carbon of the original receipt will be filed (in the contract file) in the Administrative Services office.

RJH:kmb
Attachments

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 921

Received for Account of Gordon H. Ball Inc.
Post Office Box 897
Renton, Washington 98055

Date October 18, 1973

Address

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit First National Bank, Salem, Oregon Dated Oct. 16, 1973 Due The expiration of 30 days after date of issue or upon the exp. of each successive 30 day period thereafter	156235	1	25,000				25,000.00
							25,000.00

RECEIVED
OCT 19 1973
Contract Accts.

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7066

Authority ORS 279.575

Countersigned by _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

October 18, 1973

Gordon H. Ball Inc.
P. O. Box 897
Renton, Washington 98055

Gentlemen:

Per instructions from the Oregon State Highway Department, we are enclosing Oregon State Safekeeping receipt number 921, dated October 18, 1973, covering $25,000.00, Time Certificate of Deposit drawn on the First National Bank of Oregon, Salem, Oregon, number 156235.

We have credited your State Highway Contract number 7866.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek
cc: First National Bank of Oregon, Salem Branch, Salem Oregon
attn: Douglas Mac Gregor

RECEIVED
OCT 19 1973
Contract Actg.

COPY

#7866

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-5(36)260
Woodburn to Hayesville Section
Traffic Staging During Construction

DATE: October 9, 1973

In reply refer to: 10-35-B2 12

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

A review of your September 28, 1973 letter concerning the traffic staging for the subject project has been made and we are unable to concur in the proposals you have submitted. The proposals made represent significant departure from governing plans and do not appear to be justified. The wholesale changes proposed are questionable from a traffic safety improvement standpoint, are not economically justified and could open the door to a large number of incidental and intangible claims by the contractor.

Your letter indicates that the contractor had informally proposed some change in the staging of traffic during construction. Such a change would no doubt represent a monetary savings to him. If he is interested in making a formal proposal we suggest he furnish the details with consideration for appropriate savings to the contracting agency.

The present plan for staging traffic through the project could be modified to relieve the safety hazards experienced on the adjacent project by tying the PCC reinforcing steel just ahead of the paving machine or by eliminating the transverse steel altogether. We would also consider the possibility of increasing the right shoulder paving depth to four inches instead of two if considered appropriate to reduce maintenance costs.

G. L. Green

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
OCT 11 '73
REFER TO Coulter
FOR
Info | Inves | R/D | D/R | Sign | Ret | File
| | | | | X |

10-12-73
cy Feasley
Consider meeting w/FHWA to discuss with addl info from contractor
JSC

cy Hunter

1866

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FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 12, 1973

NOTED
H. S. COULTER

To: MEMO TO THE FILE:

SUBJECT: Woodburn Interchange-Hayesville Interchange Section
Complaint in Hiring Practices by United Minority Workers

At approximately 4:30 PM on October 4, Mr. Brian Biskey, Project EEO Officer for the Gordon H. Ball Company, contacted me by telephone. He was obviously very upset.

He stated that he had just had a meeting with Mr. Nathan Proby of the United Minority Workers and George Rankins of the Urban League Roadbuilders Services program. They had contacted him regarding the furnishing of minority employees for Ball's On-The-Job training program. He told them that they had already filled all of the positions that were available at that time. These positions were filled with six minority males and two women who were non-minorities. This he believed was evidence they were not discriminating. Ball's Office Manager also informed Mr. Proby they had attempted to hire a black secretary, but were unable to find one. He stated that Mr. Proby ranted and raved and said that all trainees were supposed to be minorities. As a result, Mr. Biskey was considerably shook up.

About this time, Ball's Teamster Foreman, entered the office and said that they needed to hire four truck drivers right away. Mr. Proby was supposed to have stated that they had better hire minorities and Mr. Biskey told him that if they could get four truck drivers down there by 12:30, they would hire them.

Mr. Proby brought four drivers to the project two hours later than they were supposed to be there. Two of them did not have chauffeurs licenses and one of them had already walked off the job after working less than half a day.

I explained to Mr. Biskey that we had agreed with Mr. Proby and Mr. Rankins that certain procedures were to be followed in referring minority employees to the contractor in order to prevent the occurrences he just described to me. He indicated that Mr. Rankins acted very gentlemanly and it was Mr. Proby that created the disturbance. I requested that he send me a complete written report of what had happened and set up a compliance review for their Company at 1:30 PM on October 17 at their project Field Office.

Mr. Biskey informed me that he had contacted Ron Anderson of AGC to look into this matter also.

RECEIVED
OCT 15 1973
Office of
Assistant State Highway Engineer

I had just completed my conversation with Mr. Biskey when Mr. Talbot Bailey Jr., Northwest Division EEO Officer for the Gordon H. Ball Company, telephoned me regarding the same matter. I told him that if the facts presented by Mr. Biskey were correct that they were in compliance with the EEO requirements and that this would be revealed by the compliance review to be held on the 17th.

I then contacted Mr. Ellis Casson, Civil Rights Officer for the FHWA in Portland and informed him of Mr. Biskey's call.

The following morning, October 5, I contacted Mr. Biskey to get the names of the four Teamsters he said they had hired and to determine the name of the one who had walked off the job. He informed me their names were:

Name	Age	Social Security No.	Address
Phillip Moore	22	294-48-3585	
Allen Benjamin	39	439-46-3784	Portland
Jerry Cox	25	543-52-2297	Portland
William Kinney	51	431-05-8590	Portland

Mr. Biskey wasn't quire sure, but he thought that Mr. Cox was the one that had walked off the job after only working about 3 hours. The other three he stated had not shown up for work this morning.

I then contacted George Rankins of the Roadbuilders Program in Portland. I informed him that Mr. Biskey had told me that one of the people he and Mr. Proby had taken down on the 4th had walked off the job and the other three had not shown up for work today. I also suggested he contact them as part of the services he was to provide under the Supportive Service Plan. I then questioned him about what happened at the meeting as he seemed very surprised of Mr. Biskey's report.

He said they had met with Mr. Biskey as a result of a letter he had received from Gordon H. Ball on 9-14-73 explaining that they had 15 training positions on this job and requesting his aid to provide minority trainees to fill them. He stated that he had contacted them and they informed him that they had 8 of the positions filled. He then had asked them if they wanted him to provide trainees for the rest of the remaining positions and they said they did, and would contact him in about a week. When he did not hear from them, he had his office man contact them to see if they still wanted him to provide the trainees. They said yes and to contact them a week later. This he did and at that time set up the meeting with them October 4.

He and Mr. Proby met with Mr. Biskey at approximately 9:30 on the 4th. Mr. Proby had explained the purpose of their organization to provide more minorities on the highway construction and at no time did Mr. Proby become abusive. Mr. Biskey had explained that they did have eight of their positions filled which was all they needed at the present time and of their effort to find a Negro secretary. He and Proby had then gone next door to the Donald Drake Company's office to talk to them. Donald Drake Company agreed to hire

two of their members to go to work for them in their training positions. While they were talking to Donald Drake Company's representative, Mr. Biskey came in and said they needed 4 truck drivers immediately and if Mr. Proby could get 4 drivers down there by 12:30, they would hire them. Mr. Rankins and Mr. Proby then went back to Portland and attempted to round up 4 drivers in the short period of time left to get them on the job.

Mr. Rankins had contacted Mr. Kinney and Mr. Proby contacted the other three men. Mr. Proby was aware that two of them did not have chauffeurs licenses, but they had had some previous experience, so he took them along with them in addition to a girl from which Ball indicated that they would be willing to take an application for a secretarial position. As Mr. Proby had a meeting in Eugene later in the afternoon, he took the four men and the girl down to the project office. Mr. Rankins felt that if there was any abuse or hasseling going on by Mr. Proby, it must have occurred at the second meeting that afternoon. I asked Mr. Rankins to check up and see why the three men did not return to work and try to get them on the job if they had in fact been hired.

I then contacted Mr. Proby and asked him what had happened between he and Mr. Biskey of Gordon Ball. He said that when he arrived at Gordon H. Ball's office that afternoon he explained that he had not been able to get 4 drivers that were all qualified, but had done the best he could on the short notice allowed. Mr. Biskey then told him that the girl was two hours too late, that they had hired a white girl for the secretarial position.

Their Teamster Foreman then took the men out for a test drive. The Foreman told Jerry Cox that he shifted the gears too fast and they couldn't use him. He then told the other three men that they were good drivers, but they needed some training which they didn't have time to give them and to come back next spring. It was at that time that Mr. Proby asked Mr. Biskey if he was trying to play games with them or what, because it seemed that they had no intention of hiring any minorities. He then got mad and told them he was going to file a complaint with the Highway Department.

I told Mr. Proby to please send me a letter stating all that he had told me and that I would look into the matter and see if we could get it straightened out.

I then left for Portland to meet with Ron Anderson of the AGC with whom I had a previous appointment. When I got there, Mr. Anderson was talking to Mr. Biskey. Mr. Biskey informed Mr. Anderson that he was mistaken, that they had not hired any of the minorities and that they had told them to come back next spring.

He informed Mr. Anderson that he was trying to make arrangements with his Renton Office to provide training over the weekend for two of the minorities which their Teamster Foreman felt would be satisfactory drivers with a little training. They would then put them on as drivers on two flat bed trucks they had the following Monday.

Shortly after this, Mr. Proby called Mr. Anderson and they discussed what Gordon Ball intended to do. Mr. Proby was satisfied with Ball's proposal and then asked that I meet with him that afternoon when I completed my meeting with Mr. Anderson.

About this time, Mr. Rankins arrived at the AGC office and sat down at our meeting. He informed us that he had contacted Mr. Kinney, whom he had recruited, and Mr. Kinney had told them he did not feel that he was qualified to drive the type of trucks they had and told Ball's Foreman so after one trip. He also said he had not been instructed to come back and that all of the others had been told to come back next spring when they would again be hiring.

Following the meeting with Mr. Anderson and Mr. Rankins, I went over and met with Mr. Proby. Mr. Proby then handed me his written complaint. He had the three other minority employees at his office who he had taken down to apply for the truck drivers jobs. I questioned them and all agreed that none had been hired. All had been told to come back next spring after they got their license. They weren't aware that they were going to be paid for the three hours they had been on the project taking the drivers test as Mr. Biskey informed me.

Mr. Proby indicated that he would be satisfied if they put two of the minorities to work and would make sure that Mr. Kinney got his chauffeur's license. He also indicated that he would like to get Mr. Bob Bailey on as one of the drivers for Ball, as he had had considerable experience as a truck driver. Mr. Bailey has experience as an owner-operator and as an over the road driver and he was sure that he would be qualified to drive in either trucks that Ball had.

I then returned to Salem and contacted Ellis Casson of the FHWA and informed him of the events that had taken place today.

On October 9, when I returned to work, I again contacted Mr. Biskey to see if the training had been provided over the weekend. He informed me it had not, as they had been unable to get any of their Teamster Foremen to work over the weekend to provide the training. They had however, hired Mr. Bob Bailey who had been brought down by Mr. Proby and that Mr. Proby was satisfied. They were also going to hire Mr. Kinney as a replacement for one of their other minority Teamster trainees who had not shown up for work for quite some time.

On October 10, I again contacted Mr. Proby to be sure he was satisfied with developments. He said no he wasn't. That there still weren't any of his people employed by Ball. Mr. Bailey was not working, however. This is due to Mr. Bailey having some kind of court problems and he would not be available for work until next Monday. He did say that Ball was going to try and get Mr. Kinney cleared through the union. He hadn't heard from them yet and didn't know whether Ball was going to get Mr. Kinney on.

I then attempted to contact Mr. Biskey. He was not available and did not call me back as requested. I contacted Mr. Biskey on October 12. He informed me Mr. Bailey started back to work that day. Has problems cleared up and believes will make a top hand. They are still keeping Mr. Kinney in mind.

They have run into a union jurisdiction dispute over flatbed truck drivers. Trucks have power hoists on them so Operating Engineers Local 701 claim jurisdiction over

Teamsters. They hired a Negro, Stephen Lawrance, sent out by Local 701 trying to keep unions happy also. Questioned advisability of hiring Mr. Kinney when they may be having a mass layoff due to rainy weather.

They are also trying to hire a Negro replacement for their project office manager. The man they are trying to get worked previously for Peter Kiewit Sons. In addition to being an experienced office manager, he has EEO experience and would be made project EEO Officer.

Mr. Biskey said he had talked to Mr. Proby on October 11 and he was still not satisfied with Ball's minority hiring practices.

I received Mr. Biskey's written report October 12. A copy is attached along with Mr. Proby's letter.

Further followup on this matter will be made at compliance review to be held next week on October 17.

M. D. Glenn
Construction EEO Engineer

MDG:fr
Attach.

cc: Glen L. Green (w/att.)
H. S. Coulter "
Gene Huntley "
C. O. Fredrickson "

Gordon H. Ball, Inc.

October 5, 1973

Routing

Keasey — RECEIVED — Scofield 3
Bond — Glenn
Jackmond — OCT 12 1973 — Berg
Hardt
Johnsen — CONSTRUCTION
Walker — SECTION

Mr. D. M. Glenn
Oregon State Highway Bldg.
Salem, Oregon 97310

Dear Mr. Glenn:

At about 10:00 A.M. yesterday, Mr. George Rankins of the Urban League of Portland Roadbuilders Service Program, and Nathan Proby of the United Minority Workers came to our job office trailer and were shown to my office. Introductions were made and business cards were exchanged.

We started talking about our training program and about the number of minorities we had employed. Mr. Proby took over the conversation and started talking about how he had been monitoring our job and on one occassion only saw three people of minority races among a total head count of 155. I told him that I knew for a fact that we had more than three minority employees.

As the conversation went on Mr. Proby started to make statements to the effect that he was going to cut off Federal Funding and that there was going to be trouble. I was starting to get a little bit nervous at this point, as I had never been intimidated in this manner before, and so I asked to be excused to get Mr. Al Curran, our Project Manager, as I felt that Mr. Proby was starting to take advantage of my youth and inexperience in handling these matters. I could not reach Mr. Curren on the radio and so I asked Mr. Klaus Pollak, our Administrative Manager who was visiting our job that day, to sit in on the conversation to keep things civil. Mr. Pollack's presence seemed to calm the situation considerably which was a sure indication that Mr. Proby was trying to take advantage of my youth and inexperience.

During our conversation about the training program I mentioned that we had upgraded three of our promising people to higher positions. Mr. Proby felt that this was in violation of training provisions of our contract. He felt that we were to bring new people in for each position. I explained to him that as I read the specifications, we could also upgrade our promising people to higher paid, more prestigous positions.

I mentioned that we had two women-both caucasions working for us as trainees, which Mr. Proby objected to. I explained that the reason why we put the two women on was that we felt we could not show partiality to sex either.

A DILLINGHAM COMPANY

P.O. BOX 513 SALEM OREGON 97308 TELEPHONE (503) 393-3160

Mr. Proby felt that the training program was exculusively for minorities and that we were in violation of the training specifications of our contract by having caucasions in some of the training positions. It was explained that our four electrician apprentices and our one pile butt apprentice happened to be caucasions solely because of the luck of the draw.

Mr. Rankins and Mr. Proby had just left the office when "Chief" Mel Hudson, one of our truck bosses came in and asked the Secretary to call the hall for four truck drivers. During our conversation Mr. Proby said that he had people with military experience with all kinds of equipment and a man that had driven over-the-road rigs. I thought that if Mr. Proby had these people, we should give them a chance. I went over to Donald M. Drake Co. office and got Mr. Rankin and Mr. Proby and brought them back to talk to Chief. Chief said it would be alright with him and so Proby and Rankins went off to their offices in Portland to round us up four truck drivers. I called Carl Bates of the Teamster Local in Salem and got everything cleared with him.

Mr. Proby brought down Jerry Cox, Allen Benjamin, P. Moore, and Bill Kinney. We signed the men up on our payroll and sent them with Chief. Apparently two men did not have chauffers permits and so they were told they could not drive but were permitted to ride. The other two had chauffers permits and were allowed to drive. At about 5:00 P.M. Mr. Proby came into my office and said that he was very mad because none of his drivers had made it. He said he was a little skeptical about two of the men he had brought down, but he knew that two would make it for sure. I asked him what he was talking about. He said that Chief had told the drivers there wasn't any work around here for them until the spring and that they should come back later. Mr. Proby walked out of the office in a huff after threatening to get the "Feds" down on me.

This morning I called Chief into my office to find out exactly what happened yesterday to make Mr. Proby mad. Chief explained the situation as follows. He checked licenses and found that two of the men didn't have chauffers licenses. He explained that the first prerequisit to driving one of our trucks was to have a chauffers licence. Chief explained to the men that construction is very seasonel and that we were approaching our winter shut down and so only a very few people would be working after the winter rains set in. Chief told the men that the best thing to do was to get back to him in the spring and he would see what he could do to train a couple of them, as it was futile to start so late in the season and just get started before the winter shut down. Chief also told the men that it was impossible to train all the men at once just because of the complexity of the job. The men took chief as to mean that they were fired and did not report for work this morning.

I asked chief to get on the phone with me so that we could explain the situation to Ron Anderson, the AGC's EEo officer, so that

he could explain exactly what happened to Mr. Proby and Mr. Rankins. Chief gave us his personal feelings as to the potential of each man as far as becoming a teamster was concerned. He felt that William Kinney had the right attitude and desire and that he could make it as a driver with a little work. We decided to look into getting Mr. Kinney on as a teamster trainee at a later time.

If you have any questions, feel free to call me.

Sincerely yours,

GORDON H. BALL, INC.

B. R. Biskey

Brian R. Biskey
Engineer

BRB/ks

CC: Ed Hall - Resident Engineer
Al Curren - Project Manager
Tal Bailey - Northwest Division EEO Officer

UNITED MINORITY WORKERS
106 N.E. MORRIS
PORTLAND, OREGON 97212 ◆ 288-0168

October 5, 1973

I Nathan J. Proby and George Rankin of Urban League Highway Dept., went to Gordon Ball's Construction site on I-5 October 3, 1973. We talked to Brian R. Biskey about the training program. Mr. Biskey then gave us a break down of the program which included 3 Spanish, 2 Blacks, 1 Indian, and 2 females (white).

After talking to him, we went to Donald Drake's office to talk to him. While talking to him Gordon Ball's Supv. (Brian Biskey) came in and told us he needed 4 truck drivers and 1 secretary by 12:30. We came back to Portland, got the truck drivers and secretary and went back.

He then told Linda, (she was putting in an application for the secretarial position) she was 2 hours late and hired a white girl instead. He then took the truck drivers on a test drive. He told Jerry Cox that he shifted the gears too fast. He then told the other 3 men that they were good drivers, but they would need some training but they didn't have time to train them so come back next spring.

I asked Brian Biskey, if he was trying to play games or what, because it seems like they had no intentions of hiring any minorities. I got mad and told them I was going to file a complaint. Then he called Dave Glen who works for the State Highway Dept. and told Glen and Ron Anderson of AGC they were hired.

Sincerely yours,

Nathan J. Proby,
Chairman

NJP:mja

United Minority Workers was incorporated by workers of the minority community to assist each other find jobs, to upgrade positions and to assist employers meet their obligations under Title VII, Civil Rights Act of 1964, under ORS Chapter 659 and under affirmative action agreements.

7866 Woodburn Int.-Hayesville Int. Sec. 1973
of Pac. Hwy. betw. Woodburn & Salem
(Grad., pav., struct., sign., illum.) #3

SEE: CON 16
I-9 E.
3A.
Hubbard-Hayes v. See.

#7866

September 28, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Traffic Safety Improvements
Woodburn Interchange-Hayesville Section
Pacific Interstate Highway

The recent construction on the Hubbard Interchange to Woodburn Section shows the need to carefully review traffic handling proposed during the PC surfacing from Woodburn Interchange to Hayesville. Several alternate proposals have been considered with all but two being discarded as not providing for the safe handling of traffic. One of these, the "Safety Shoulder Plan", is similar to the revision authorized on the Hubbard Interchange-Woodburn Section. The other, referred to as the "Cross-over Plan", moves all traffic to one side of the right-of-way and utilizes a temporary concrete median barrier to separate opposing traffic. Our review indicates the "Cross-over Plan" should be utilized. Reasons are:

1. Schedule - The recent labor dispute has disrupted the schedule contemplated in the contract.

2. Speed Restrictions - Traffic will be restricted to reduced speeds of 50 mph for an additional six months unless corrective action is taken. (See attached graph titled "Surfacing Speed Restrictions".)

3. Motorist Time Value - Traffic will be inconvenienced in lost time valued at $1,825,000 to restrict traffic speeds at 50 mph instead of 65 mph for one year, according to the attached September 13, 1973 letter and attachment from Economist Fred Miller.

4. Law Enforcement - State Police have, from necessity, devoted an unusual amount of time and effort to the Hubbard Interchange-Woodburn Section to obtain reasonable speeds and safety. This effort cannot be maintained for extended periods without depriving other areas of proper enforcement, nor will the public accept extending the issuance of 1,000 citations monthly.

5. Construction Activities - Extended restrictive construction speeds become critical late next year when construction activity will exist on all but two sections from Tigard to Lane County Line. Although two of these sections are only landscape projects, the other five will involve heavy complicated construction. (See the attached graph of "Projected Construction Schedule, Tigard-Lane County Line".)

6. Steel Hazard - The most important item is the need to eliminate the hazard of traffic adjacent to the elevated PC pavement or reinforcing steel. This safety improvement can be done in two ways: either eliminate the transverse steel entirely, or move the traffic away. Our recommended plan contemplates both, but an alternate lesser plan to eliminate the transverse steel and shift traffic slightly away by introducing an eight-foot "safety shoulder" between the steel and traffic was considered and abandoned as not providing enough improved safety (see attached typical sections). By the attached May 8 letter, Bridge Design Engineer L. L. Wallace indicates the transverse steel specified is not as much as in a bridge deck and it is a matter of opinion how much good this small amount of transverse steel does. Idaho has allowed the elimination, according to the attached May 8 letter from Materials Engineer John Jenkins. Also see the attached article from the Fall 1972 edition of "Continuous Reinforced Concrete Pavement News". At a September 24 presentation on surfacing, your Pavement Design Engineer Bill Hewitt agreed that it was not necessary. The alternate of no transverse steel was allowed on the recently bid South Tigard Interchange-East Portland Freeway Section.

7. Safety of Workmen - Ironworker representatives concerned with workmen safety nearly shut down the Hubbard Interchange-Woodburn Section. We should not go through that again, nor should State, FHWA, and contractor employees, the motoring public, or the State Police be exposed to this hazard. (See attached May 5 article and May 8 editorial from the "Capital Journal".)

8. Accidents - Related to the above is the need to eliminate the construction hazard aspects of any accidents that might occur. Forty-three accidents occurred during the first four months of PC construction on the Hubbard Interchange-Woodburn Section.

9. Temporary Lights - Considering the energy crisis, we should cooperate by using no more temporary lighting than absolutely necessary for safety. The contract plan would require lights for the full revised year of PC surfacing, whereas on the "Cross-over Plan", lighting would only be needed at selected critical locations. Lighting might be needed throughout on the "Safety Shoulder Plan".

10. Temporary Pavement Repairs - The temporary pavement repairs cost $41,635 on the Hubbard Interchange-Woodburn Section (April 1 through May 7, 1973). Projecting at somewhat the same rate, costs to the State could total $116,000 on this project. This does not include a $10,000 expense for patching by State forces. The total cost of patching on the Hubbard Interchange-Woodburn project is approximately $60,000. These repairs not only interfere with the placement of future PC surfacing, but present a great safety hazard to both the public and workmen as well as cause undesirable interruption to the free flow of traffic while the repairs are made. The same money would be better spent to reinforce the initial pavement by substituting one inch of asphalt concrete for an inch of PMAB. (For further justification, see Field Soils Engineer J. W. Fields' attached April 9 letter and its attachments. Also see the attached estimate of costs.)

11. Stage III Traffic - Stage III traffic lanes and shoulders need widening for the same reasons given in Assistant State Highway Engineer E. S. Hunter's attached August 23, 1973 letter. This is in the "Safety Shoulder Plan" only.

12. Estimated Costs - Three estimates are attached which summarize as follows:

Cross-over Plan:	
State-furnished Barrier Alternate	$ 83,600
Rented Barrier Alternate	289,800
Safety Shoulder Plan	68,300

SUMMARY

The "Safety Shoulder Plan" does not completely answer Items 2 through 9. It has the disadvantage of a left-hand emergency parking lane in Stage II and its Stage III widths are not as great as those contemplated in the "Cross-over Plan".

These reasons and the estimates of costs shown for the plan with state-furnished barrier compared to the "Safety Shoulder Plan" justify the "Cross-over Plan". As indicated, this plan is recommended. This will match what is contracted on the South Tigard Interchange-East Portland Freeway Section. It has also been encouraged by our contractor at the preconstruction conference and again informally since then. We propose to be in immediate contact.

Another way to look at this proposal is to consider the $262,000 justification for the Stage III traffic improvement from the Stage II Safety Shoulder Plan estimate. Considering it, the rented barrier Cross-over Plan alternate becomes feasible and does not require the Oregon Highway Division to temporarily spend $328,400 for barrier until this cost can be recovered on the Salem Bypass and Battle Creek-Talbot Road Sections. Your consideration to allow purchase of those materials for that future use is requested. If this is not acceptable, then this project should pay the equivalent of rented rail toward purchase. Data on these costs are attached.

Your early consideration is requested. The contractor started liming about September 4, rocking September 11, and paving September 14. All should be altered to maximize projected savings.

Any further information we can provide or questions we can answer will be expedited to facilitate your review. Your consideration of this vital safety matter shall be appreciated.

GW:ek:fw/HSC:ia

Att.

bc F. B. Klaboe
A. E. Johnson
E. S. Hunter
C. T. Keasey
C. O. Fredrickson

PROPOSED TRAFFIC SAFETY IMPROVEMENT
Woodburn Interchange-Hayesville Section

CROSS-OVER PLAN

With State Furnished Barrier

Additional project costs:

Temporary connections	130,000	
Equivalent GMRail rental less residual value	231,800	
AC Stage:		
Substitute 1" AC for 1" rock	40,300	
Widen inside shoulder 4'	65,500	
PCC Stage:		
Temporary 8' outside shoulder and 10' median widening	283,700	
Subtotal of added project costs		$751,300
Savings:		
Eliminate transverse steel	281,000	
Eliminate pavement repairs	116,000	
Eliminate contract lane line removal	59,200	
Narrow Stage 1 Construction		
For AC Stage	78,000	
For PCC Stage	133,500	
Subtotal of eliminated items		$667,700
Net contract effect (Cost)		$ 83,600
Chargeable to future contract:		
Residual value GM Barrier		
Initial cost barrier	560,300	
Less portion chargeable to this project	231,800	
Residual value		$328,500
Temporary Cost to State (non-participating):		
Initial barrier cost	560,300	
Cost to rent	438,000	
Temporary State cost		$122,300

PROPOSED TRAFFIC SAFETY IMPROVEMENT
Woodburn Interchange-Hayesville Section

CROSS-OVER PLAN WITH RENTED BARRIER

Additional project costs:

Temporary connections	130,000	
GM Rail rental	438,000	
AC Stage:		
Substitute 1" AC for 1" rock	40,300	
Widen inside shoulder 4'	65,500	
PCC Stage:		
Temporary 8' outside shoulder and 10' median widening	283,700	
Subtotal of added project costs		$957,500
Savings:		
Eliminate transverse steel	281,000	
Eliminate pavement repairs	116,000	
Eliminate contract lane line removal	59,200	
Narrow Stage 1 Construction		
For AC Stage	78,000	
For PCC Stage	133,500	
Subtotal of eliminated items		$667,700
Net contract effect (Cost)		$289,800

PROPOSED TRAFFIC SAFETY IMPROVEMENT
Woodburn Interchange-Hayesville Section

STAGE II - SAFETY SHOULDER PLAN

The revised estimate of cost for the Stage II Safety Shoulder Plan to reflect 12' lanes and a minimum 4' shoulder in Stage III is:

Additional project costs:		
Stage II		
Substitute 1" AC for 1" Base Rock	85,000	
Full depth shoulders	74,500	
Widen 2 feet	103,000	
Stage III (12' lanes & 4' min. shoulder)		
Temporary widen inside shoulder 6'	262,000	
Subtotal of added costs		$524,500
Savings:		
Eliminate transverse steel	281,000	
Eliminate pavement repairs	116,000	
Eliminate Contract lane line removal	59,200	
Subtotal of eliminated items		456,200
Net contract effect (Cost):		$68,300

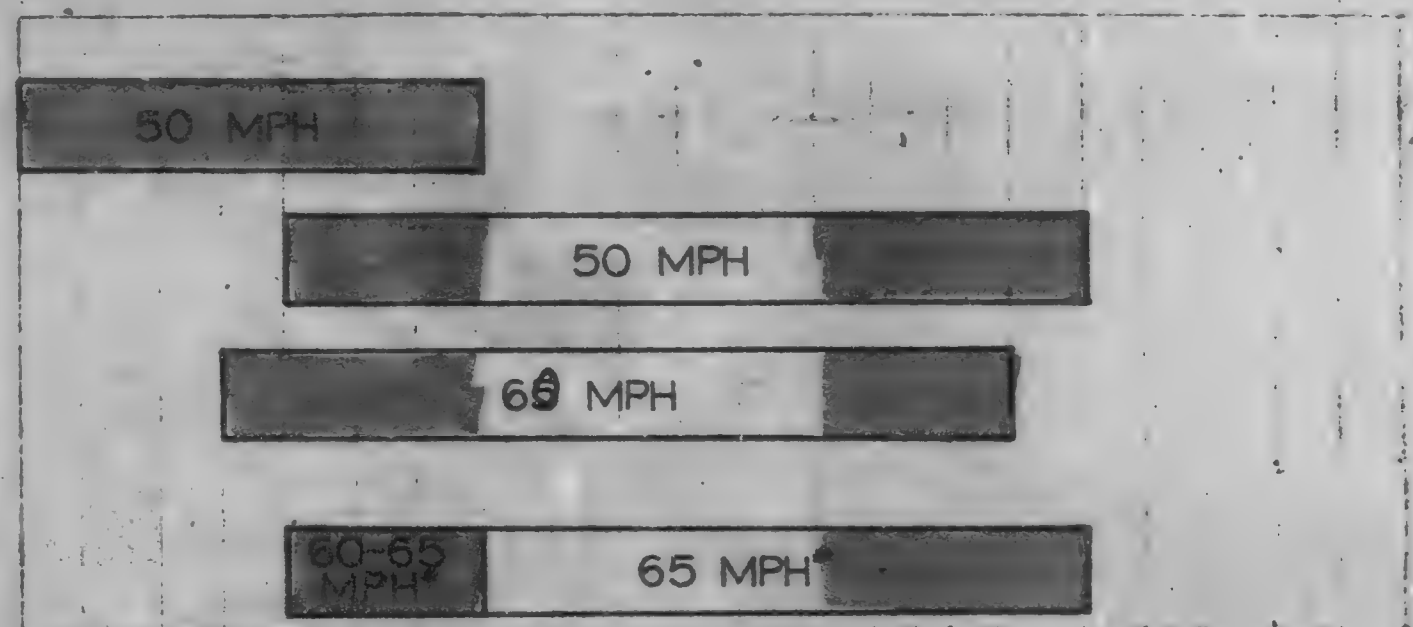
SURFACING SPEED RESTRICTIONS
NORTHERLY OF CHEMAWA ROAD
WOODBURN INTER.–HAYESVILLE SECTION

CONTRACT

ORIGINAL (NORTH OF 1680)
PRESENT (DUE TO LABOR DISPUTE)

CROSS OVER PLAN

STAGE II
SAFETY SHLDR. PLAN



O N D J F M A M J J A S O N D J F M A M J J A S O N D
1973 | 1974 | 1975

*50 MPH IN WORK AREAS

Construction

9-13-73

Woolburn - Hayesville
Safety Shoulder Plan

1. Widen Inside shoulder 6' to yield temp 12' lane & 4' shldr

Prorate from #206,293 cost to Hubbard - Woolburn

#206,293 x 12.03 mi / 9.46 mi = #261,992
Say #262,000

2. Contract plan striping removal

#46,648 x 12.03 mi / 9.46 mi = #59,293
Say #59,300

XC
9/17/73
E.K.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 13, 1973

TO Ed Hall, Resident Engineer
Jerry Wimer, Region 2 Construction Engineer

FROM Fred Miller
Economist

SUBJECT Woodburn-Hayesville

The attached table presents most of the information in which you are interested. The columns representing values of time savings per day for one and twelve miles when vehicles move from 50 miles per hour to higher speeds will enable you to answer by sets of questions. The data and discussion in the "Woodburn-Hubbard memo" can be applied to the other road-user benefits.

The primary difference between this problem and that represented by Woodburn-Hubbard is that the latter was concerned with improving a section to allow more rapid travel for a prescribed period of time. If this is not what is envisioned here, then it is necessary to compute a stream of discounted benefits for a number of years and relate the sum of these benefits to the cost of the improvement. In this case, I would need to know more about the nature of the project to make the calculation.

Rather than develop a long explanatory memo for which time is lacking, I will wait for a phone call and explain anything that is not clear, e.g. how to use the table.

FM:ap
Attachment

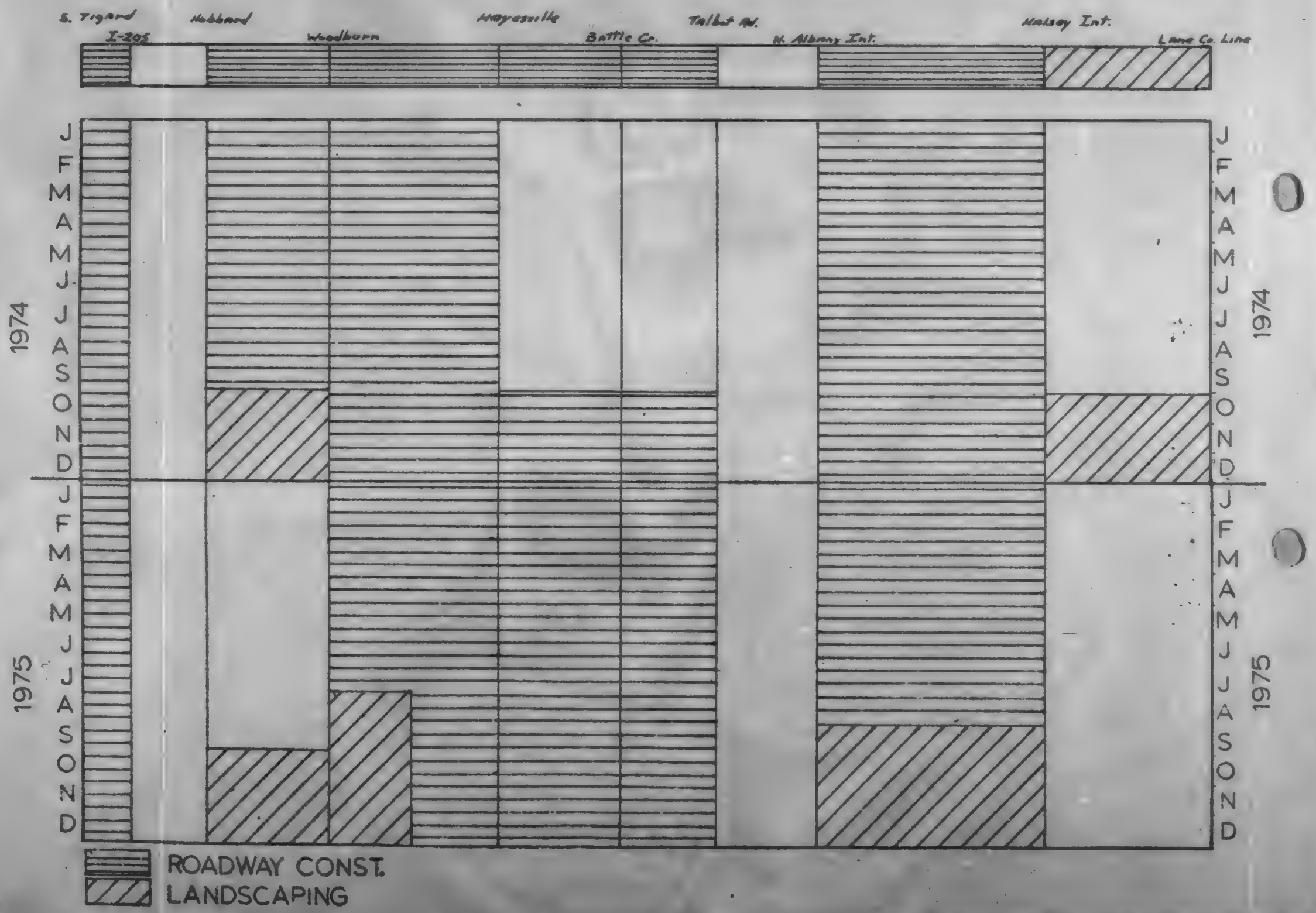
Data and Assumptions:

Passenger Cars	21,360
Trucks	4,140
Distance	12 miles
Value of Time/Vehicle	
Passenger Cars	$3.00
Trucks	$6.00

(1) Speed	(2) Minutes/Mile	(3) Minutes for 12 Miles	(4) Vehicle Hours/Day		(5) Value of Time Savings Per Day in Moving from 50 MPH (12 Miles)	(6) Value of Time Savings Per Day, Per Mi. in Moving From 50 MPH
			Cars	Trucks		
50	1.20	14.4	5,126	994		
60	1.00	12.0	4,272	828	$ 3,558	$297
65	.92	11.0	3,916	759	5,040	420
70	.86	10.3	3,667	711	6,075	506

9/12/73

PROJECTED CONSTRUCTION SCHEDULE
TIGARD–LANE COUNTY LINE
PACIFIC INTERSTATE HIGHWAY
(Scale: 0.1" = 1 mi.)



Woodburn Inter. - Hayesville
Inter. Section
Pacific Highway - Marion County
Contract No. 7866

Salem, Oregon
Rev.August 28, 1973

CONCRETE MEDIAN BARRIER

All median barrier needed = 64,400 lin. ft.

Cost to provide and install (See 8/22/73 notes)
64,400 @ $8.70/lin.ft. = $560,300

Cost to rent (See 5/11/73 attachment)
64,400 @ $6.80/lin.ft. = 438,000

Cost to State to Retain: $122,300
(Equals $122,300 ÷ 64,400=$1.90/lin.ft.)

Possible value stockpiled rail:

Purchased & delivered (8/22/73 notes) $6.98/lin.ft.

Less costs from stockpile:

Load	$0.24	
Truck	0.61	
50% profit	0.45	[= ½(6.98-6.07)]
Subtotal:	$1.30	

Possible retained value (No damage allow.) = $5.68

Assume 10% damage loss = .58

Possible retained value with damage allow. = $5.10

Residual value then = $5.10 x 64,400 = $328,500

8-22-73

CONCRETE MEDIAN BARRIER

MATERIAL:

per lineal foot = $6.07 x 1.15%	= $ 6.98	
Labor per lineal foot to align	= 0.10	
Total 1st Installation		= $ 7.08

COST TO MOVE BARRIER TO OPPOSITE LANES:

Equipment Rental -

Truck & Trailer = $25.00/hr x 8 hr	= $200.00	
plus 15%	= 30.00	
Total:		= $230.00

Labor -

2 Laborers @ $80/day each	= $160.00	
Truck Driver @ $80/day	= 80.00	
Crane Operator @ $100/day	= 100.00	
Foreman @ $105/day	= 105.00	
	$445.00	
plus 20%	89.00	
		= 534.00

Equipment Rental + Labor	=	$764.00
Moving Costs = Move $\frac{\$\ 764}{1000}$ lin/ft/day =		$ 0.76/lin.ft.

COST TO LOAD, TRANSPORT AND UNLOAD ON STATE PROPERTY AT COMPLETION OF PROJECT:

Rent on Hyster/lin.ft.	= $ 0.24	
Truck and Labor	= 0.61	
		$ 0.85
1st Installation cost	= $ 7.08	
Move once	= 0.76	
		$ 7.84
GRAND TOTAL:		~~$ 8.69~~ $ 8.70

624-1089

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

REGION 2 ENGINEER
RECEIVED
MAY 15 1973
RE RCE RME RTE ROE
ULE GEO TA FILE

DATE May 11, 1973

TO Mr. C. O. Fredrickson
Regional Engineer

FROM L. L. Wallace
L. L. Wallace
Bridge Design Engineer

SUBJECT Pacific Highway, I-5
Woodburn-Hayesville Section
Marion County, Contract 7866
Transverse Reinforcing Steel in
Continuously Reinforced Concrete Pavement

As you requested I have studied the question of omitting the transverse reinforcing steel in the continuously reinforced concrete pavement on this project. I understand that you are considering this in the interest of safety during construction.

The #5 bars at 5'0" centers, called for on the plans, are considerably less than is called for in a structural bridge deck. Its effectiveness as distribution steel is questionable at the 5'0" spacing. It is a matter of opinion as to the effectiveness of the transverse bars in preventing longitudinal cracks in pavements. Our bridge specifications call for #5 bars at 2'0" centers as the minimum amount required to prevent cracks due to variation in temperature.

I presume that you are investigating the performance record of continuously reinforced concrete pavement without transverse reinforcing which I understand has been constructed in some states.

LLW:dh

cc W. J. Hart
Ed Hamit

FORM S-93 (REV. 10-66)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 8, 1973

REGION 2 ENGINEER
RECEIVED
MAY 9 1973
RE | RCE | RME | RTE | ROE
ULE | GEO | TA | FILE

SUBJECT: Idaho Continuously Reinforced Concrete Paving

To: Mr. C. O. Fredrickson
Regional Engineer
P. O. Box 30
Salem, Oregon 97310

Attention: Mr. G. W. Wimer

I talked to the Assistant Materials Engineer for the Idaho Highway Department on May 8. He said that they had laid some short sections of continuously reinforced concrete pavement near Pocatello about 8 months ago. This was their first CRCP project. It was a test project as a solution to an unstable base condition and was on a light traffic road.

This equipment, which I understand was witnessed by some of our people, placed the steel in the concrete without transverse steel. Idaho feels the project was successful, though expensive, and they have had no trouble with the pavement in the 8 months since completion.

JOHN C. JENKINS
Engineer of Materials & Research

JCJ:eb

SP 652478-734

In the center is shown the CRC traffic barrier flanked on each side by a combined CRC shoulder and added traffic lane. The existing outer lanes were covered with CRC overlay.

Combine CRC Overlays, Pavement And Barrier On Project In Arkansas

To meet increased traffic demands on I-55 just north of West Memphis, the Arkansas State Highway Department recently added a traffic lane to each of the two-lane north and south bound roadways. Involved were a 6" CRC overlay, 8" CRC pavement and a CRC traffic barrier.

The added traffic lanes were placed between the existing two-lane concrete pavements. Each lane is of 8" CRC 19' wide, placed over a 6" cement stabilized subbase. Between the two new lanes a barrier was built consisting of two CRC walls 2' 8" high, 1' 3" wide at the base and 6" at the top. The 2' separation between the walls was filled with a 4" concrete slab, with drains provided at the bottom of the barrier. The CRC barrier walls were integrated with the CRC pavement with tie bars. As shown in the accompanying photo, white lines mark the 5' 9" wide shoulders between the traffic lanes and the barriers.

On the northbound 24' roadway the two existing outer lanes of 9" concrete were covered with 6" CRC overlay. A levelling surface of asphaltic concrete hot mix was used over the old concrete. It was not necessary to overlay the existing concrete on the southbound lanes.

Use CRC Pavement Overlay Without A Bond-Breaker On Georgia I-75 Project

A debatable question has been whether a bond-breaking course is needed on CRC overlay projects to prevent reflective cracking from the underlying joints or intermediate cracks. Because cracks in CRC pavement occur at close intervals and are kept small there is a tendency to eliminate the bond-breaking course on CRC overlay projects.

Georgia state highway engineers, for example, omitted the bond-breaking course on a project on I-75 completed in late 1971. Factors leading to the decision were the fairly even level of the old pavement, the saving in cost of leveling and placing the bond-breaking course, and reduced cost in shoulder work to match the new pavement surface.

In 1968 the Navy placed a CRC overlay, without a bond-breaker, on an old concrete apron at the Patuxent Naval Base in Maryland, and made a second installation in 1970. The Indiana state highway department placed a mile of CRC overlay in a similar manner in 1970. The construction is performing well on each project.

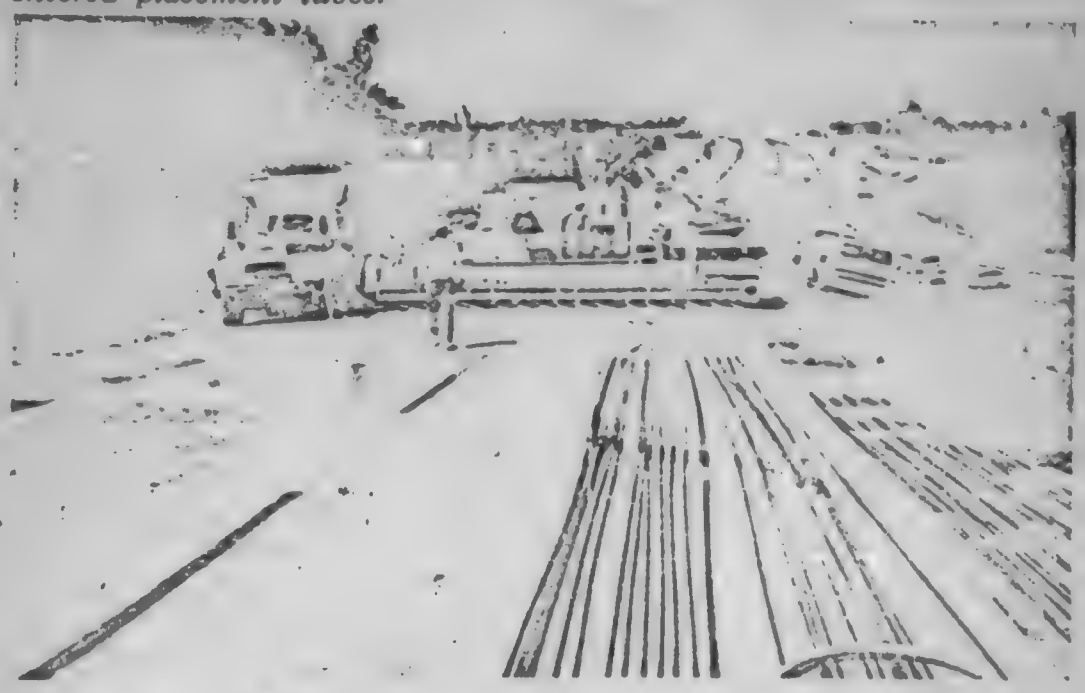
Procedure On Georgia Project

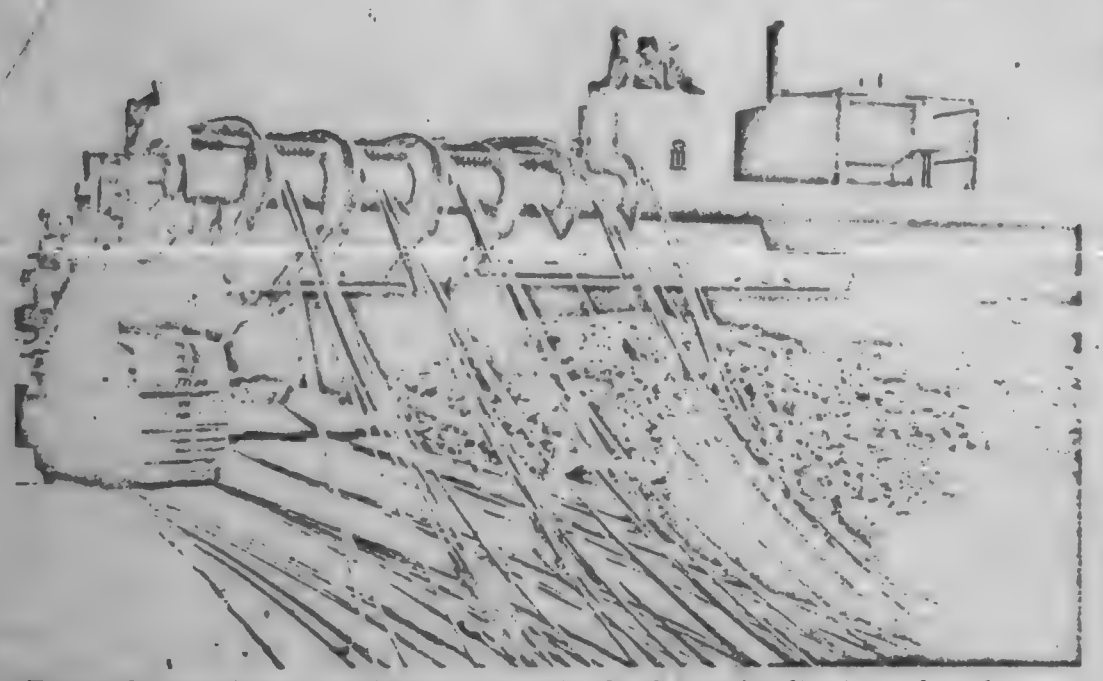
When I-75 in Georgia was originally built, a section of existing Route 42, from Forsyth south for about 13 miles, was used as the south-bound lane, with new pavement placed for the north-bound traffic. The Route 42 pavement, about eight years old, was in good condition when it became an I-75 link in 1967. The pavement was of plain 8" concrete with 30' joint spacing.

Heavy increases in truck traffic began to cause distress, particularly at the joints, with considerable

(Continued on next page)

On Georgia I-75, CRC overlay was placed without a bond-breaker. Steel was laid at one side to permit hauling over the old pavement. The steel was curved into position in front of the spreader where it entered placement tubes.





Recently developed equipment permits both longitudinal steel and concrete mix to be placed ahead of the spreader.

New Equipment Offers Advantages In Placing CRC Pavement Steel

Since its inception as desirable pavement for heavy duty service, CRC pavement has been increasingly benefitted by time and cost saving methods and equipment. In the last two years new mechanical methods have been developed which offer several advantages.

Equipment now available permits the longitudinal steel to be placed on the subbase, with splices tied, ahead of the spreader. The steel is elevated over the spreader and then draped down behind it onto the freshly struck-off concrete surface. Revolving depressor blades, attached to the front of the paver, embed the steel to the proper depth in the concrete.

An advantage of this method is that the concrete is first placed and struck-off by the spreader without the presence of the steel interfering with the initial consolidation of the concrete. This reduces chance of poor consolidation or honeycomb in the concrete below the steel.

When transverse steel is used, it can be placed by dropping the transverse bars on the concrete surface behind the spreader and below the longitudinal steel, which at this point is elevated over the spreader. The longitudinal steel then drapes down onto the transverse bars, with both depressed into the slab by the depressor unit. With this equipment, both longitudinal and transverse steel may be placed without pre-setting, tieing and use of steel chairs.

Another feature is that the longitudinal steel may be laid out ahead of the spreader on one side of the subbase. This permits hauling and dumping concrete directly on the other half of the subbase surface. After the steel passes up over the spreader, a spacer device distributes the steel in proper position on the concrete surface before it is depressed into the slab.

The equipment described is produced, with differences in detail, by Rex Chainbelt, Inc. and CMI Corporation.

Georgia I-75 Project

(Continued from p. 5)

maintenance required. Decision was made to use CRC overlay to bring the structural capacity up to Interstate standards before deterioration became too severe.

Longitudinal steel consisted of No. 5 bars at 6" centers, providing about 0.6 percent steel base on the 8" section and about 0.7 percent on the 7" section.

Steel was placed mechanically, without chair supports, using a Rex depressing machine, which operated just ahead of the slip-form paver. No transverse steel was used other than short tie-bars at the longitudinal center joint. Tie-bars were inserted by a hydraulic device attached to the front of the paver.

Concrete was placed on the old pavement by a Maxon spreader. The steel was conducted through the spreader, without being embedded in the concrete, by passing through a set of 4" diameter tubes, with three bars passing through each tube. After leaving the tubes at the rear of the spreader, the bars rested on the surface of the concrete as struck off by the spreader. The bars were then threaded through a spacer unit which set the bars at the proper 6" spacing, after which the depressing unit pushed the bars to the proper depth in the slab. This operation was just ahead of the slip-form paver which compacted and finished the concrete.

Steel Placing Methods

Steel was placed ahead of the paving train at one side of the old pavement, and all splices were tied. As the train progressed, a bar spacing unit, projecting out a few feet ahead of the spreader, pulled the steel bars over from the side road position to where the bars could enter straight into the tubes extending through the spreader.

That method left more than half of the old pavement surface ahead of the operation free of steel, permitting use of the old pavement by batch trucks and eliminating need to haul on the shoulders. Trucks were turned around just ahead of the spreader and backed a short distance along the shoulder for side dumping into the spreader.

To check on the behaviour of the overlay over old joints, the joints were referenced in at several locations for identification for future inspection to see whether the joints widened or reflected into the overlay. Recent inspection showed the overlay to be in excellent condition.

The project was completed within 100 days and was ready for traffic by December 15 when the heavy tourist influx to Florida begins. The schedule was met without difficulty by the contractor, Claussen-Lawrence Construction Co. of Augusta, Georgia.

STATE	PAVEMENT THICKNESS	TRANSVERSE REINFORCING STEEL												
		DEFORMED BARS				BAR MATS			DEFORMED WIRE FABRIC			TIE BARS		
		Grade Steel	Bar Size	Spacing	Min. Lap	Bar Size	Spacing	Min. Lap	Wire Size	Spacing	Min. Lap	Bar Size	Spacing	Length
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
ALA.	8"	40	#4	30"	X	–	–	–	D-4.0	12"	–	#5	26"	30"
ARK.	6"	–	#4	30"	16"	–	–	–	D-4.0	16"	10"	#4	30"	30"
	9"	–	#4	30"	16"	–	–	–	D-8.0	16"	10"	#4	30"	30"
CONN.	8"	–	#3	24"	8"	#3	30"	6"	D-4.0	12"	6"	#4*	30"	30"*
DEL.	8"	40 or 60	#4	48"	X	–	–	–	D-4	12"	6"	#4	24"	30"
	9"	40 or 60	#4	48"	X	–	–	–	D-4	12"	6"	#4	24"	30"
GA.	8-1/2"	60	#4	30"	NS	–	–	–	–	–	–	#4	30"	30"
	9"	60	#4	30"	NS	–	–	–	–	–	–	#4	30"	30"
IDAHO	8"*	60*	#4*	36"	15"*	–	–	–	–	–	–	–	–	–
ILL.	8"	–	#4	48"	X	#4	48"	A	0.225" 0.244"	12" 14"	–	#4	36"	30"
	9"	–	#4	48"	X	#4	48"	A	0.225" 0.244"	12" 14"	–	#4	36"	30"
IND.	6"	60	#4	36"	6"	#4	36"	6"	D-4.0	12"-14" 16"	6"	#5	36"	36"
	7"	60	#4	36"	6"	#4	36"	6"	D-4.0 D-4.5	12"-14" 16"	6"	#5	36"	36"
	8"	60	#4	36"	6"	#4	36"	6"	D-4.0	12"*	6"	#5	36"	36"
	9"	60	#5	36"	6"	#4	36"	6"	D-4.5 D-5.3 D-6.0	12"*	6"	#5	36"	36"
IOWA	8"	40	#3	24"	X	–	–	–	X	X	X	#4*	30"*	36"*
	9"	40	#3	24"	X	–	–	–	X	X	X	#4*	30"*	36"*
KY.	8"	60	#3	24"	X	#3	24"	8"	D-4.6	12"	NP	#4	30"	30"
	9"	60	#3	24"	X	#3	24"	7-1/4"	D-5.2	12"	NP	#4	30"	20"
LA.	8"	–	#4	30"	15"	X	X	X	D-6	14"	18"	#4	14" 30"	24" 30"
MD.	6" Overlay	40	#4	34"	X	#4	34"	10-1/2"	D-4	14"	6"	•	•	14"*
	8"	–	#4	30"	X	#4	30"	8-1/4"	D-4.5	14"	6"	#5	48"	48"
	9"	–	#4	30"	X	#4	30"	7-1/2"	D-5.0	14"	6"	#5	48"	48"
MICH.	9"	–	–	–	–	#3	18"	–	D-7.3	12"	–	#5*	40"	32"
	8"	–	–	–	–	#3	18"	–	D-7.3	12"	–	#5*	40"	32"
MISS.	8"	40	#4	30"	–	X	X	X	X	X	–	#4	•	•
MO.	8"	40* or 60	#4	48"	X	–	–	–	D-4.7	14"	9-1/2"	#5	30"	30"
NEB.	8"	60	#5	48"*	X	–	–	–	–	–	–	#5	48"	30"
N.CAR.	8"	40	#4	30"	X	–	–	–	–	–	–	#4*	30"*	30"*
N.DAK.	8"	60	#5*	48"±2"	X	#3*	18"±2"	8"*	D-4.0*	12"	4"*	#5	48"	30"
OHIO	8"	–	#4	34"	NS	#4	34"	11-3/8"	D-4.0 D-6.0	12" 18"	6"	#5	30"	30"
OKLA.	8"	–	#4*	30"	X	X	X	X	X	X	X	#4	30"	30"
OREG.	8"	40	#4	60"	28"	X	X	X	X	X	X	#5	48"	30"
PENN.	8"	60	#4	48"	SP	#4	48"	6"	D-4.0 D-5.0	12" 14"	6"	#5	48"	48"
	9"	60	#4	48"	SP	#4	48"	6"	D-4.0 D-5.0	12" 14"	6"	#5	48"	48"
	10"	60	#4	48"	SP	#4	48"	6"	D-4.0 D-5.0	12" 14"	6"	#5	48"	48"
S.CAR.	8"	60	#4	30"	NS	A	A	A	–	–	–	#4	30"	30"
	8-1/2"	60	#4	30"	NS	A	A	A	–	–	–	#4	30"	30"
S.DAK.	8"	60*	#5*	48"*	X	X	X	–	X	X	–	Transverse steel carried across joint		
TEXAS	6"	40* or 60	#4	24"-36"*	–	–	–	–	–	–	–	#4	24"*-36"	30"
	7"	40* or 60	#4	24"-36"*	–	–	–	–	–	–	–	#4	24"*-36"	30"
	8"	40* or 60	#4	24"-36"*	–	–	–	–	–	–	–	#4	24"*-36"	30"
	9"	40* or 60	#4	24"-36"*	–	–	–	–	–	–	–	#4	24"*-36"	30"
	10"	40* or 60	#4	14"-36"*	–	–	–	–	–	–	–	#4	24"*-36"	30"
VA.	8"	40	#4	30"	–	–	–	–	D-4.0	12"	8"	#5	40"	30"
W.VA.	8"	60	#4	48"	0	–	–	–	D-4	12"	8"	#4	30" w/wire 48" w/bar	30"
WISC.	8"	• •	#4 #5	36" 48"	–	–	–	–	–	–	–	#4*	36"	24"

*NOTES:

Conn. – Col. 12 & 14
Hook bolts. 9/16" dia. 15-16" long permitted as alternate.

Idaho – Cols. 1-5
Transverse Steel used only between WF Beam and Structure

Ind. – Cols. 9 & 10
Permits D-4.7 at 14" cts. and D-5.4 at 16" cts. for 8" slab; and D-5.3 at 14" cts. and D-5.6 at 16" cts. for 9" slab.

Iowa – Cols. 12, 13 & 14
Tie bars req'd only when transverse steel is elimin ted

Md. – Col. 12, 13, 14, 6" Overlay
#4 Transverse bars @ 34" c.c. are extended across sawed longitudinal joints. Size & Spacing of screw tie devices, used at formed longitudinal joints, are not specified but are tested by our Materials division and must not show movement of more than 0.1" at failure. Loading at failure shall not be less than 2000 pounds per foot of spacing.

Mich. – Col 12
5/8" Hook Bolts

Miss. – Col. 13 & 14
Transverse bars carried across joint.

Mo. – Col. 2
GR40 req'd. If tie bars are to be bent and straightened.

Neb. – Col. 4
Horizontal spacing tolerance for transverse bars shall be that shown ±1"

N.Car. – Cols. 12, 13 & 14
Required only when transverse steel is eliminated.

N.Dak. – Cols. 8 & 11
No lap when 11'-6" width bar or wire mats are used.

Cols. 3, 6, 9
Transverse steel may be eliminated if the longitudinal steel can be placed properly.

Okla. – Col. 3
We have permitted the elimination of transverse steel on optional basis on one project.

S.Car. – Cols. 2, 3 & 4
Transverse steel can be eliminated if approved methods of installing steel [illegible]

S.Dak. – Cols. 2, 3 & 4
Will consider elimination of transverse steel on project to project basis.

Texas – Col. 2
GR40 required if tie bars are to be bent and straightened.

Col. 4 & 13
For pavements greater than 36' wide 24" spacings are used.

W.Va. – Cols. 2, 3 & 4
Transverse bars can be eliminated if approved methods of installing longitudinal bars are used.

Col. 5
Transverse bars staggered, at 2-foot intervals, in adjacent lanes; extended 15" across longitudinal joints

Col. 11
No lap across longitudinal joints when 6'-3" width wire mats are used.

Cols. 12 & 14
J-Bolts or Hook Bolts, 9/16" or 5/8" in diameter and 13"-16" long, are permitted as alternates in lane-at-a-time construction.

Cols. 12, 13 & 14
Wire Reinforcement – No tie bars required when 6'-8" width wire mats are used; Bar Reinforcement – Tie bars required only for lane-at-a-time construction or when elimination of transverse bars is permitted.

Wisc. – Col. 2
Transverse steel can be eliminated if approved methods of installing steel are used.

Col. 12
Tie bars only req'd if transverse steel is omitted across center line joint.

As of Jan. 1972

CAPITAL JOURNAL FRONT PAGE

May 5, 1973

Police added to reduce speeding at Wilsonville

WILSONVILLE—A Salem man was in surgery this morning at Salem Memorial Hospital to remove a three-quarter inch steel reinforcement bar lodged in his knee.

State police said Galen L. Ritchie fell asleep at the wheel of his auto about 3:30 a.m. today near the Wilsonville rest area on Interstate Five near here. His car hit the steel construction bars lying beside the freeway and one of the rods went through his car and into his knee.

An increase in accidents along the 11-mile construction zone of I-5 between Wilsonville and Woodburn has brought a request from the Governor's office for strict observance of the 50 miles per hour posted speed limit.

The segment is under construction for expansion to six lanes.

Robert G. Davis, Executive Assistant to Gov. Tom McCall, said Friday that two additional Oregon State Police patrols have been assigned to the area to beef up enforcement of reduced speed limits along the roadway construction area.

However, Davis said, drivers have continued to drive at higher speeds, resulting in several accidents.

"We have great fear for the safety not only of motorists and their passengers but for construction workers," Davis said.

He said construction laborers must frequently work at the edge of the road.

CAPITAL JOURNAL EDITORIAL

May 8, 1973

Lethal as a row of swords

Oregon state police generally do a fine job of routine law enforcement, and when it isn't routine they usually do even better.

On the freeway widening project north of Woodburn they've shown that they can even accomplish the utterly unlikely: They've succeeded in slowing down motorists.

Just in time. The steel reinforcing rods that line the inner lanes are as lethal as a row of swords.

One motorist is hospitalized as a result of hitting them, and another miraculously escaped injury when two rods impaled his car.

Widening of the Woodburn-Salem portion now is beginning. We hope the State Highway Division has figured out how it can be done with less exposure to hazard for both motorists and construction crews. Workers are in far more danger even than motorists.

It should be noted that the beefed-up crews of state policemen aren't issuing all those extra speeding tickets in the construction area just because they glory in the assignment.

It's as hazardous for them—even more so, in fact — as it is for the rest of us. And they spend all day in the danger zone.

5-7-73

Hubbard – Woodburn

Patching

NB FA 22	20,131	April 1, – May 7
SB " "	1,531	April 9 – May 7
Total State Forces	3,152	
Total	24,814	Cures 33 days

Reinforcing 16,821

Grand total 41,635

Daily Ave 41,635 / 33 = #1,262/Day

Extending for Woodburn Hayesville

10 Weeks x 7 Days/Week x 1262 = #88,340

88,340 x 12.03 mi / 9.46 mi = #115,794

Salem, Oregon

April 9, 1973

Victor D. Wolfe
Location Engineer

J. W. Fields
Field Soils Engineer

Temporary Detours
Woodburn Interchange-Hayesville Interchange
Pacific Highway
Marion County

Gerald Wimer, Regional Construction Engineer, requested a reevaluation of the temporary detours for the subject section, and a graph showing Crushed Base Equivalencies. The purpose of this review is to eliminate the problems with the detours being encountered on the project currently under construction north of Woodburn (Hubbard Interchange-Woodburn Interchange.) It is anticipated that the same problems will occur on the Woodburn Interchange-Hayesville Interchange because of the high moisture content of the probable borrow material.

The Crushed Base Equivalencies shown on the attached graph are based on twenty-year design procedures and mean traffic (T.ADT) for the full twenty-year design period. This should somewhat compensate for the weak subgrade conditions that will be encountered. (Traffic for the initial year of the design period is less and its use would result in thinner sections.)

The initial recommendation for the detours of less than one year was:

2.0"	A.C.W.S.
4.0"	A.C. Base
10.0"	Aggregate Base

I recommend the following section at this time for detours of less than one year. This design is based on a nine-month period and a CBE of 27.5".

2.0"	A.C.W.S.
4.0"	A.C. Base
9.0"	Aggregate Base
6.0"	Lime Treated Subgrade

The lime treatment of the top six inches of the subgrade should insure a working platform, if care is taken and initial loads are restricted. Where extremely unstable subgrade conditions are encountered, it will probably be necessary to treat some additional depth with lime to keep the structural components from losing strength during compaction as a result of subgrade pumping.

JWF:af
Attachments
cc: C. T. Keasey
F. L. Hall
G. W. Wimer
E. J. Hall

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APR 10 1973
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E. J. HALL
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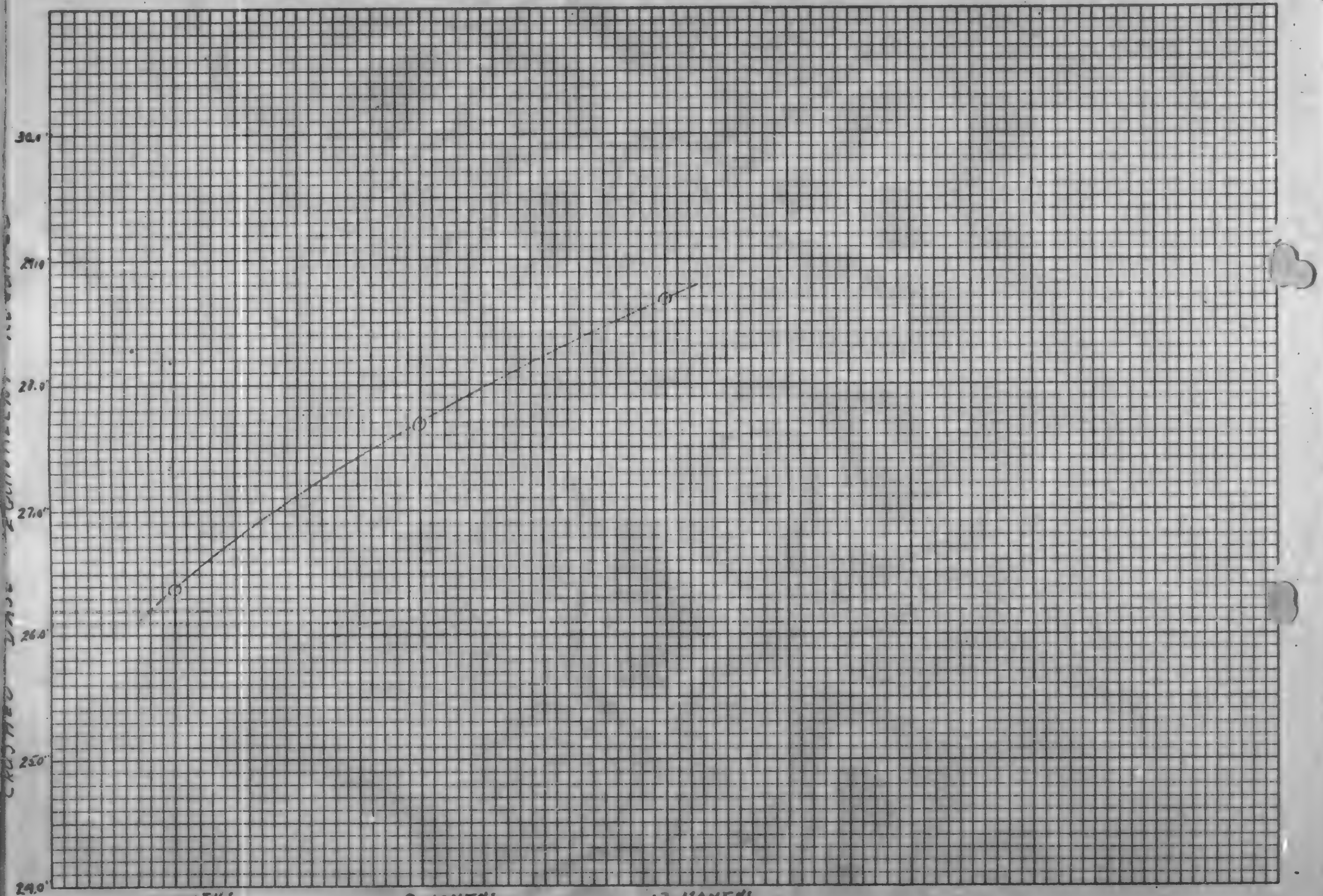
NO. 340R-10 DIETZGEN GRAPH PAPER
10 X 10 PER INCH
EUGENE DIETZGEN CO.
MADE IN U. S. A.



OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

REVISED

Section Woodburn Interchange-Hayesville Interchange
Highway Pacific (FAR 46)
County Marion
Prefix 624-1979

Rec. Engr. E. J. Hall
Approx. Length 13.0± miles
Sta. 1146+64± to Sta. 1844+40±
Date January 13, 1972

Mean Truck A.D.T. 4061
Traffic Coefficient 12.5
18 kip e.s.a. per day 1,979.5
(1)

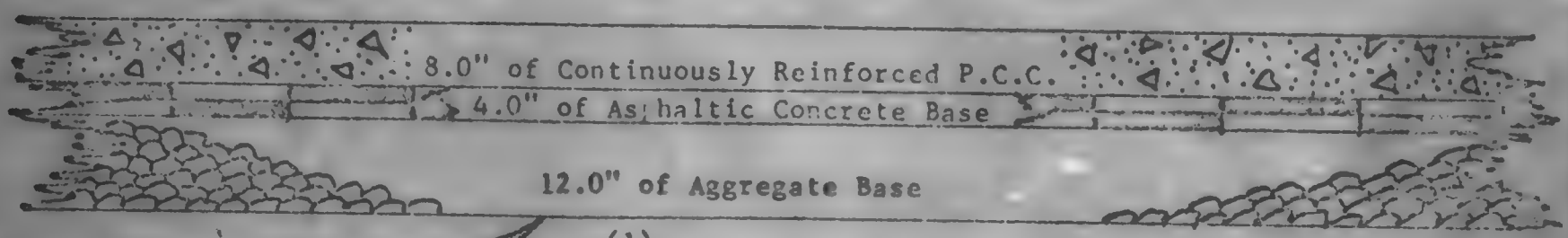
Annual Precipitation 40"±
Frost Penetration - - - -
CBR Total Requirement 41.0"

Typical Soil		Materials Source
35	LL	Various sources are under investigation at this time.
11	PI	
100	% P 10	
96	% P 200	
0	% Gravel	
1	% C Sand	
3	% F Sand	
59	% Silt	
37	% Clay	
7	R Value	
A-6	AASHO Class.	

Credit	Actual Thick	Component
	8.0	C.R.P.C.C.
	4.0	A.C.B.
	12.0	A.B.
	24.0	

See attached sheets for computations.

STRUCTURAL SECTION
"NEW WORK"



(1)
Silty Clay

See Page 4 for computations.

-over-

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Materials and Research
Regional Engineer
Resident Engineer
Design Engineer
Soils Foundations Engineer
Bridge Design Engineer
Regional Geologist
Inventory & Needs Engineer

RECEIVED
JAN 24 1972
OFFICE of RESIDENT ENGINEER
E. J. HALL

Submitted by _____ Base Design Engr.
Recommended by _____ Engineer of Materials and Research
Recommended by _____ Location Engineer
Approved by _____ Asst. State Highway Engineer

SECTION: Woodburn Interchange-Hayesville Interchange

HIGHWAY: Pacific (FAR 46)

COUNTY: Marion

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	A.C. Base	*Aggregate Level*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
NEW WORK Mainline	2.0"	18.0"	---	---	40.0"	20.0"
11.0 - 12.0	2.0"	8.0"	---	18.0"	38.0"	28.0"
10.0 - 11.0	2.0"	6.0"	---	18.5"	34.5"	26.5"
9.0 - 10.0	2.0"	6.0"	---	15.5"	31.5"	23.5"
8.0 - 9.0	2.0"	4.0"	---	16.0"	28.0"	22.0"
7.0 - 8.0	2.0"	3.0"	---	14.5"	24.5"	19.5"
6.0 - 7.0	3.0"	---	---	15.5"	21.5"	18.5"
4.8 - 6.0	2.0"	---	---	14.0"	18.0"	16.0"
Cars Only	2.0"	---	---	9.0"	13.0"	11.0"
Detours for Less than One Year	2.0"	4.0"	---	10.0"	----	16.0"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete W.S. &*Base	= 2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8"	Aggregate Base
1.0"	Cement Treated Base	= 1.8"	Aggregate Base
1.0"	Oil Mat	= 1.1"	Aggregate Base
1.0"	Aggregate Subbase	= 0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	= 0.8"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

* Does not apply to mainline.

STRUCTURAL SECTION
"EXISTING ROADWAY"

redit	Actual Thick.	Component
	7.0 - 9.0	C.R.P.C.C.
See	Section	

7.0"-9.0" of Continuously Reinforced P.C.C.

IN PLACE 1964

4.0"-7.5" Asphaltic Concrete

14.0"-22.0" Base Material

(1)

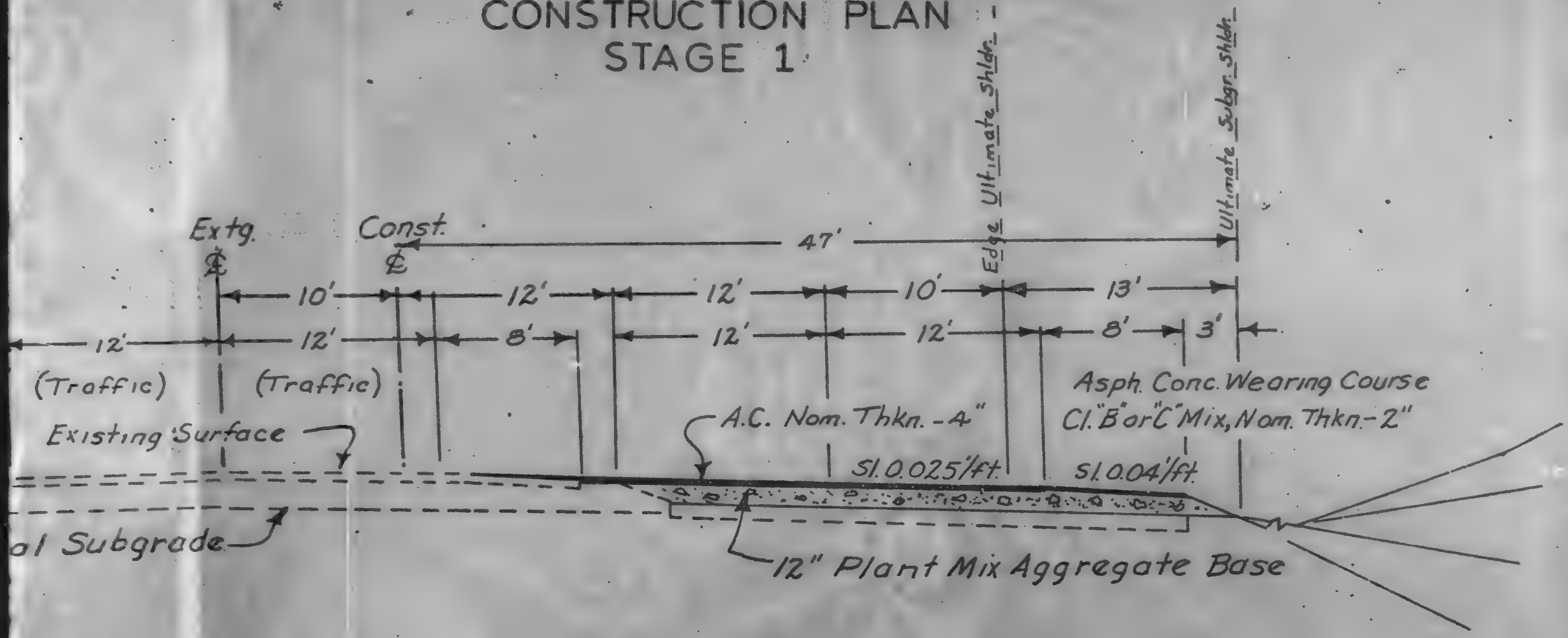
Silty Clay

STRUCTURAL SECTION

Credit	Actual Thick.	Component

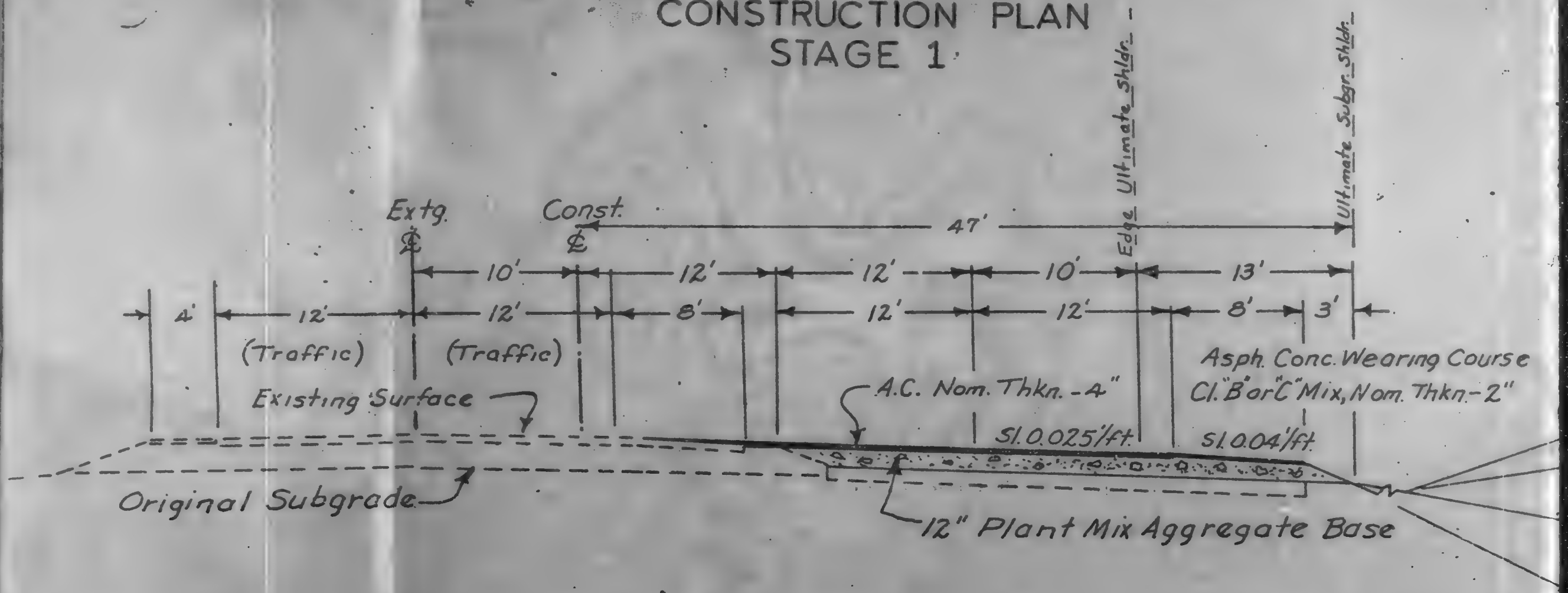
WOODBURN INTERCHANGE - HAYESVILLE SEC.

CONSTRUCTION PLAN
STAGE 1



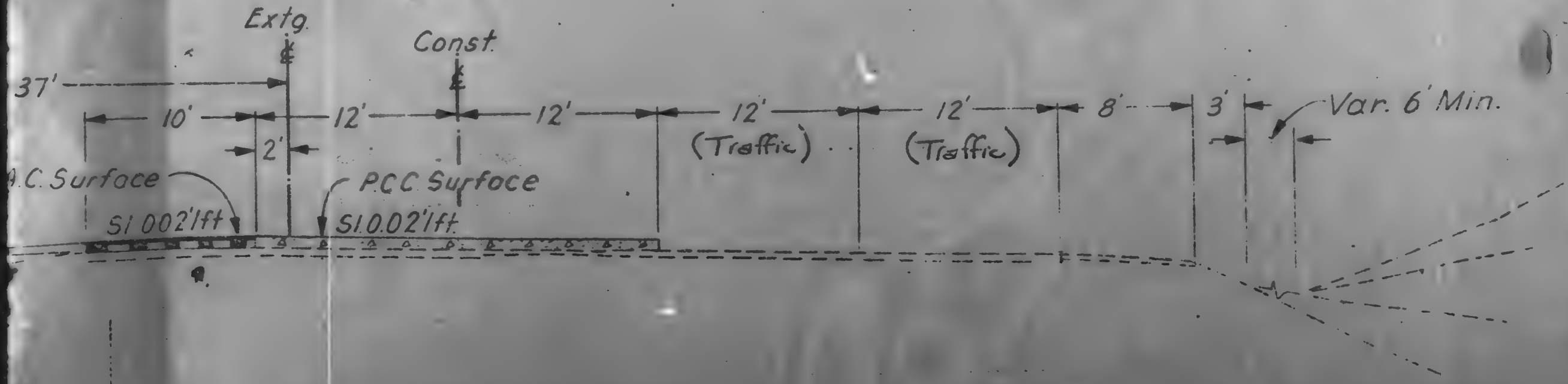
WOODBURN INTERCHANGE - HAYESVILLE SEC.

CONSTRUCTION PLAN
STAGE 1



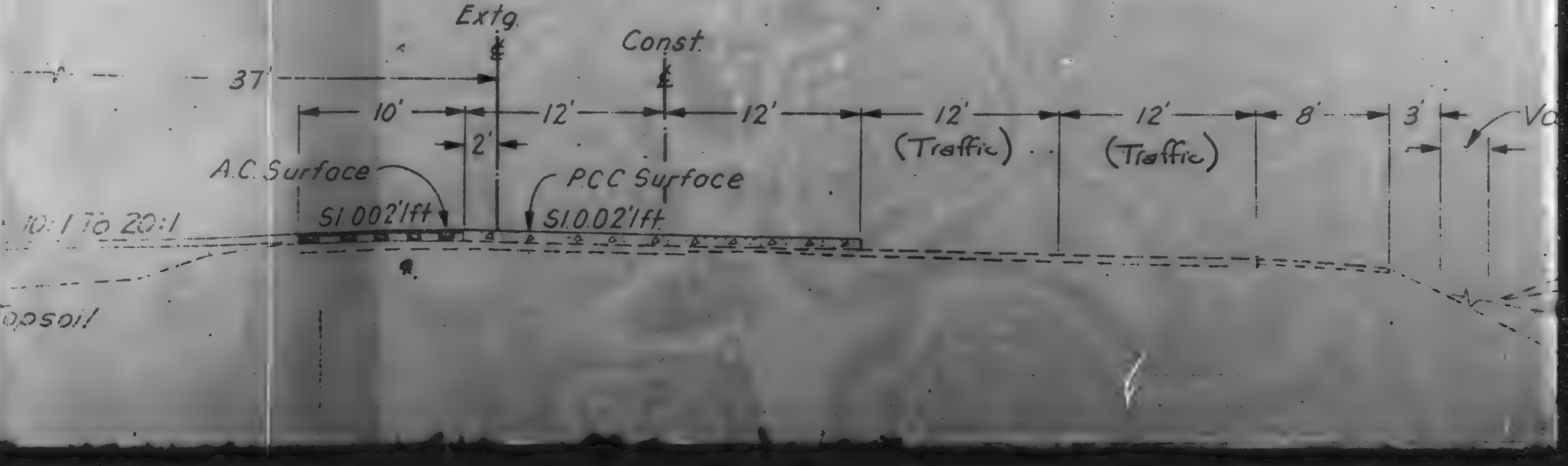
OODBURN INTERCHANGE - HAYESVILLE SEC.

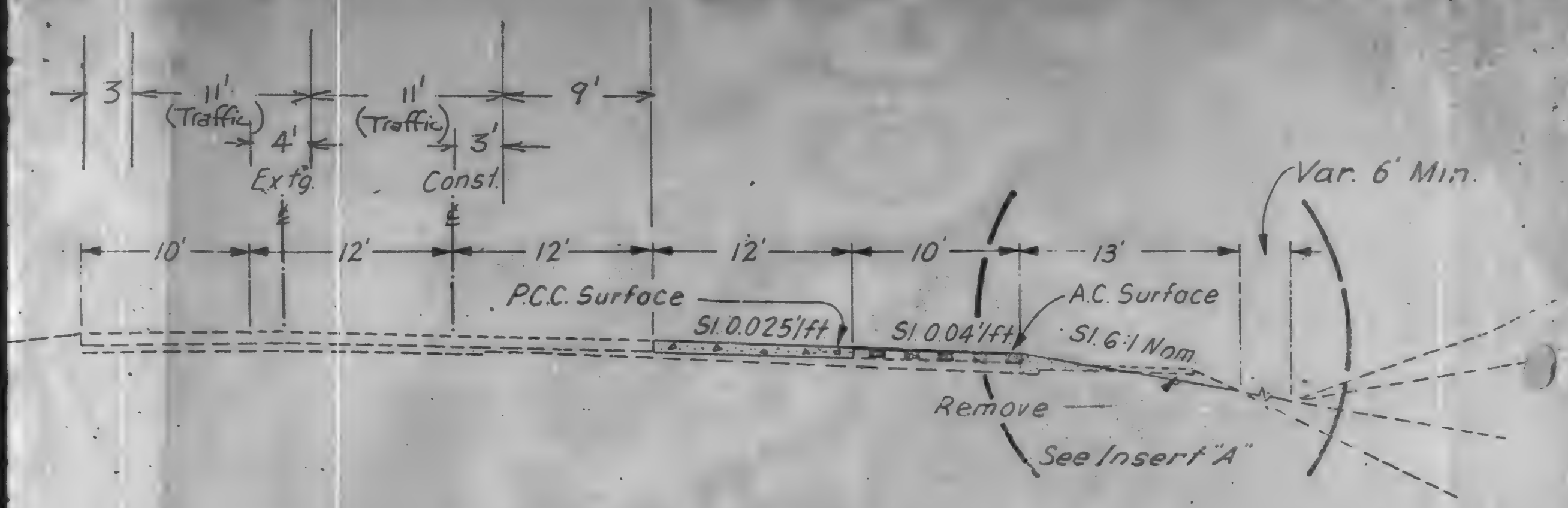
CONSTRUCTION PLAN
STAGE II



WOODBURN INTERCHANGE - HAYESVILLE SEC.

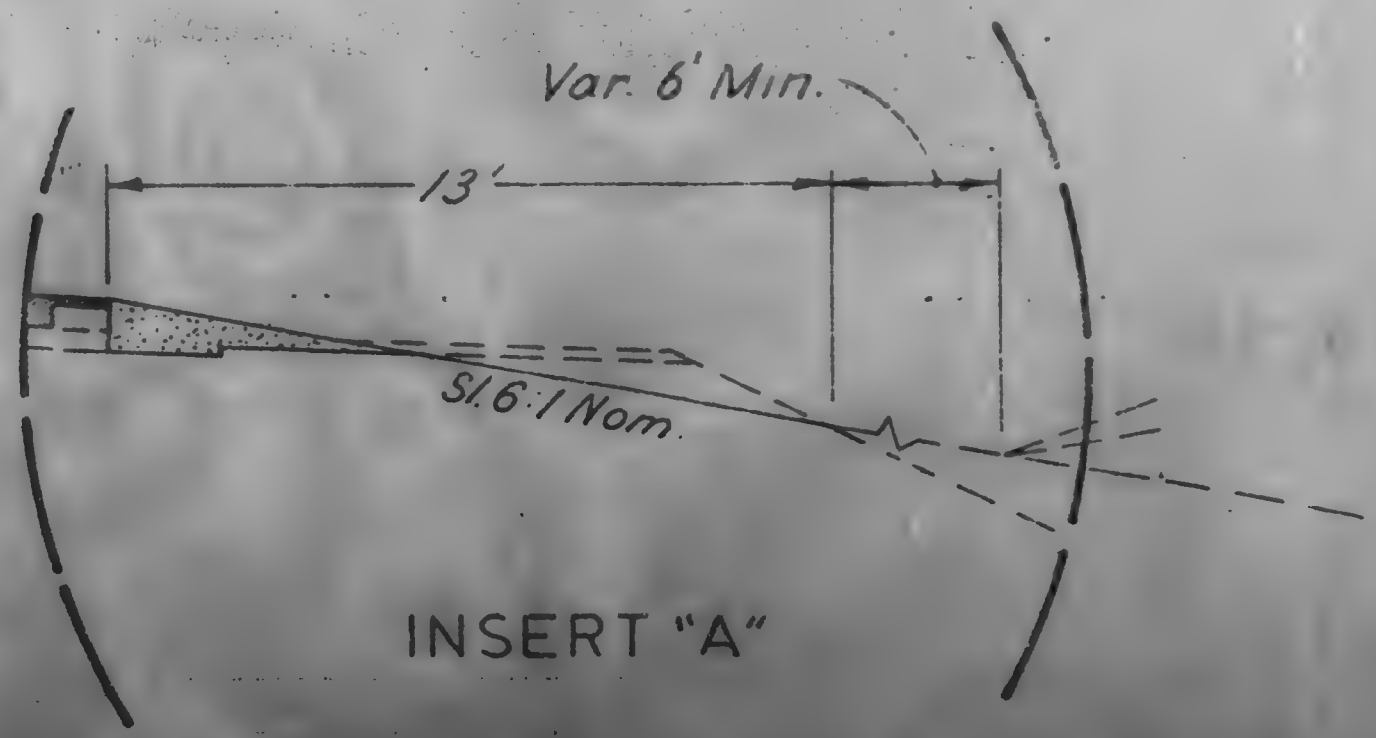
CONSTRUCTION PLAN
STAGE II





URN INTERCHANGE - HAYESVILLE SEC.

CONSTRUCTION PLAN
STAGE III



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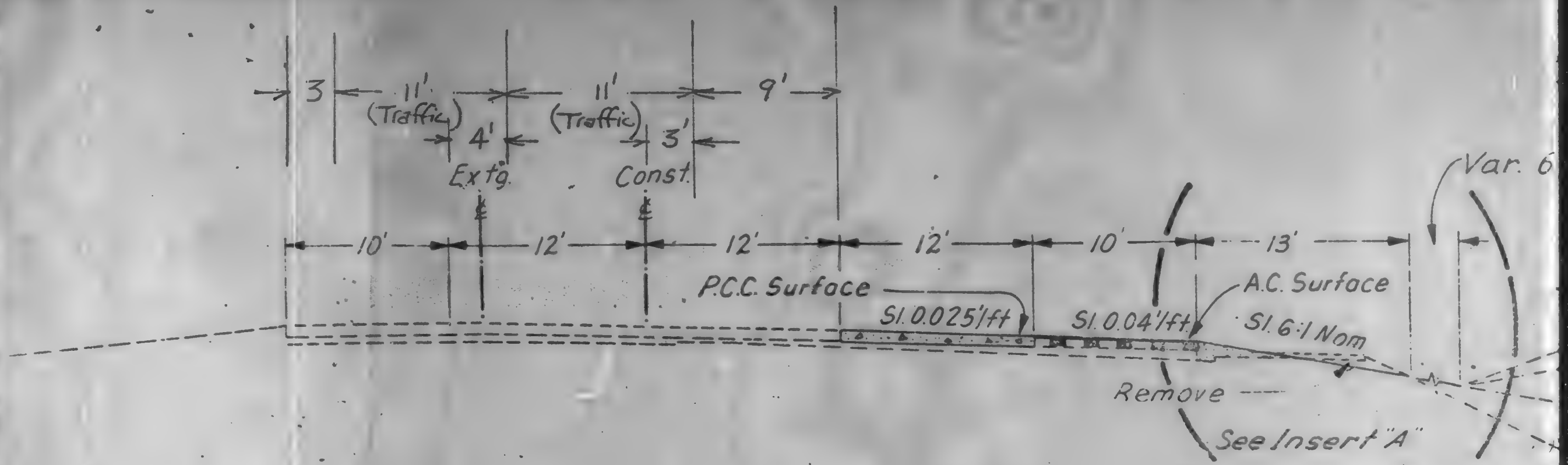
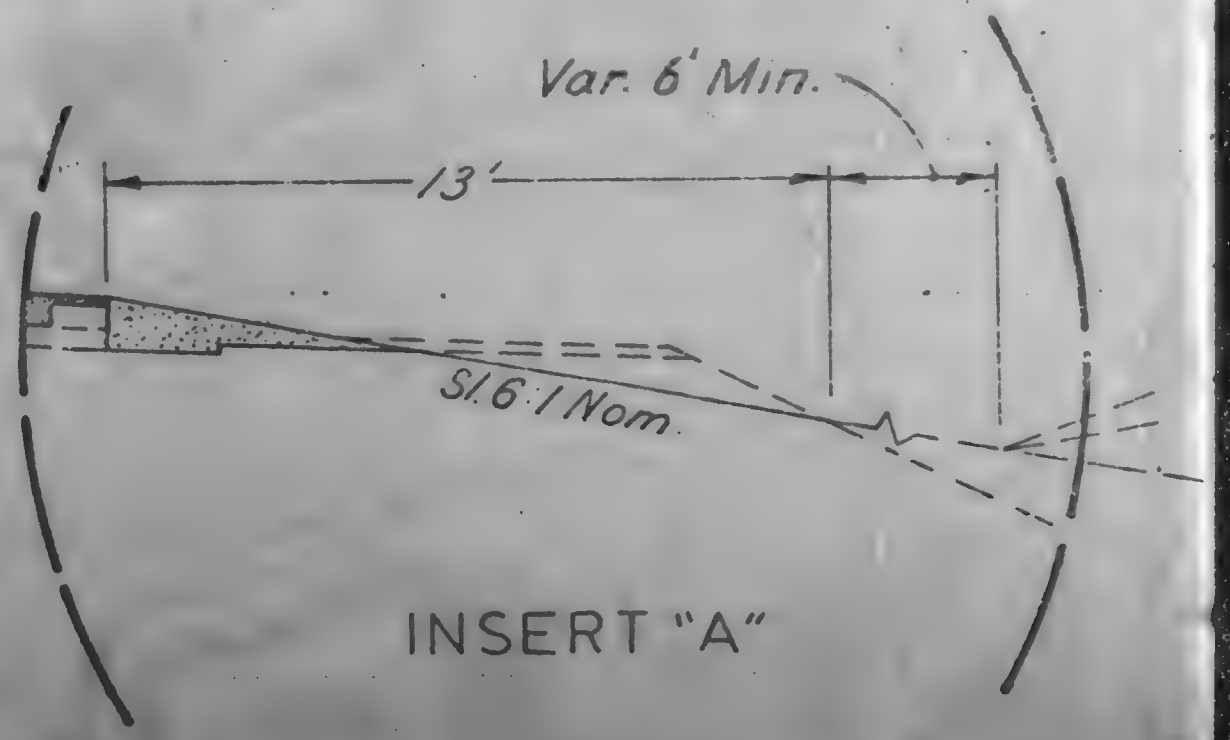


WOODBURN INTERCHANGE - HAYESVILLE SEC.

CONSTRUCTION PLAN
STAGE III



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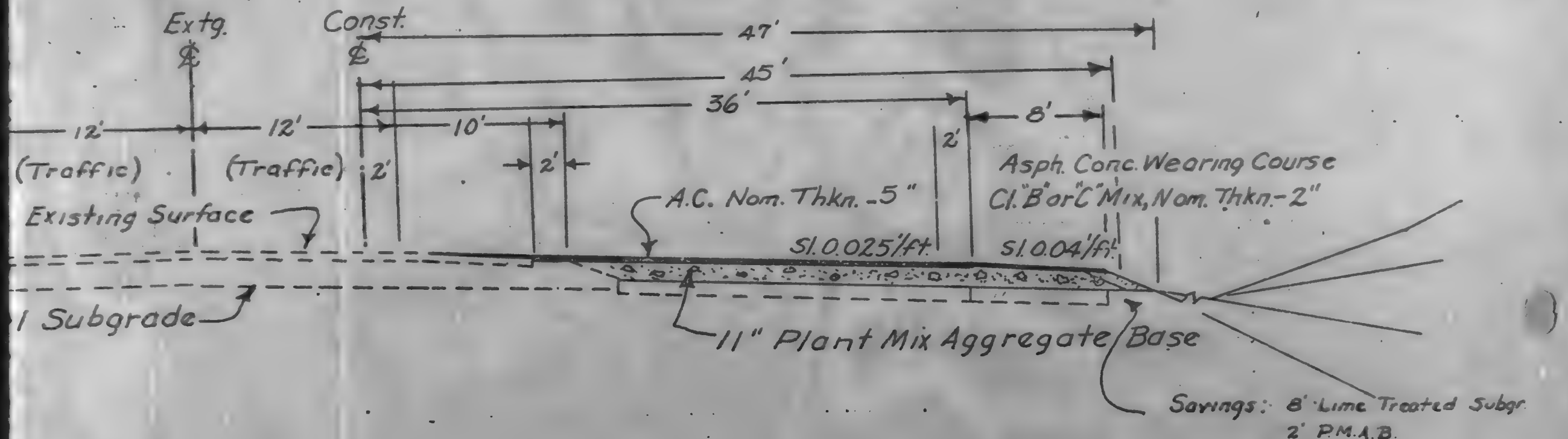
WOODBURN INTERCHANGE - HAYESVILLE SEC.

CROSSOVER PLAN

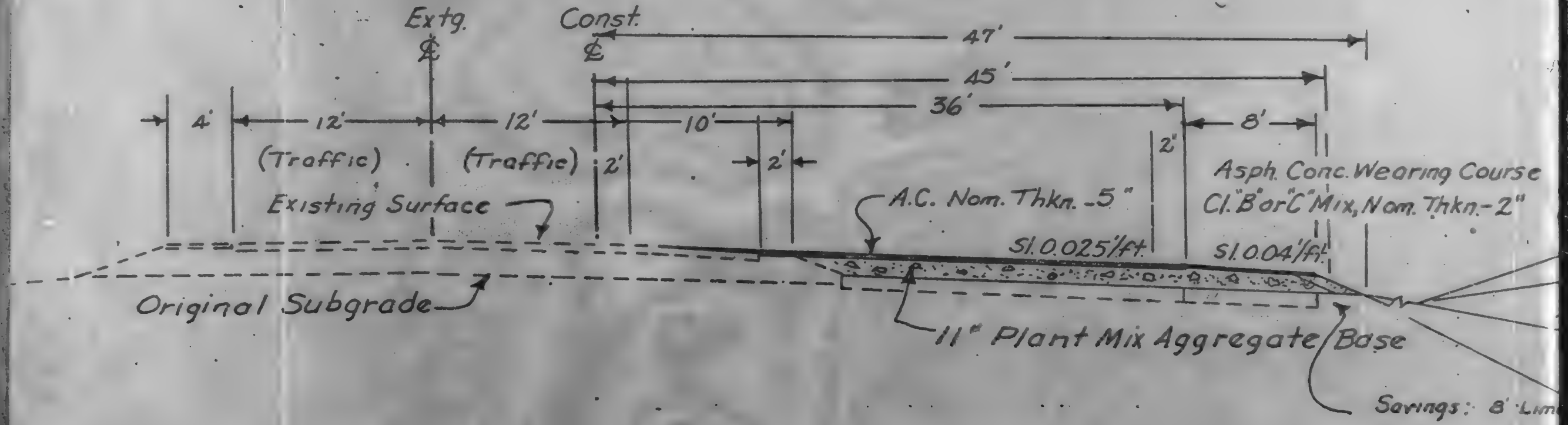
AC SIDE STAGE 1



WOODBURN INTERCHANGE - HAYESVILLE SEC.

CROSSOVER PLAN

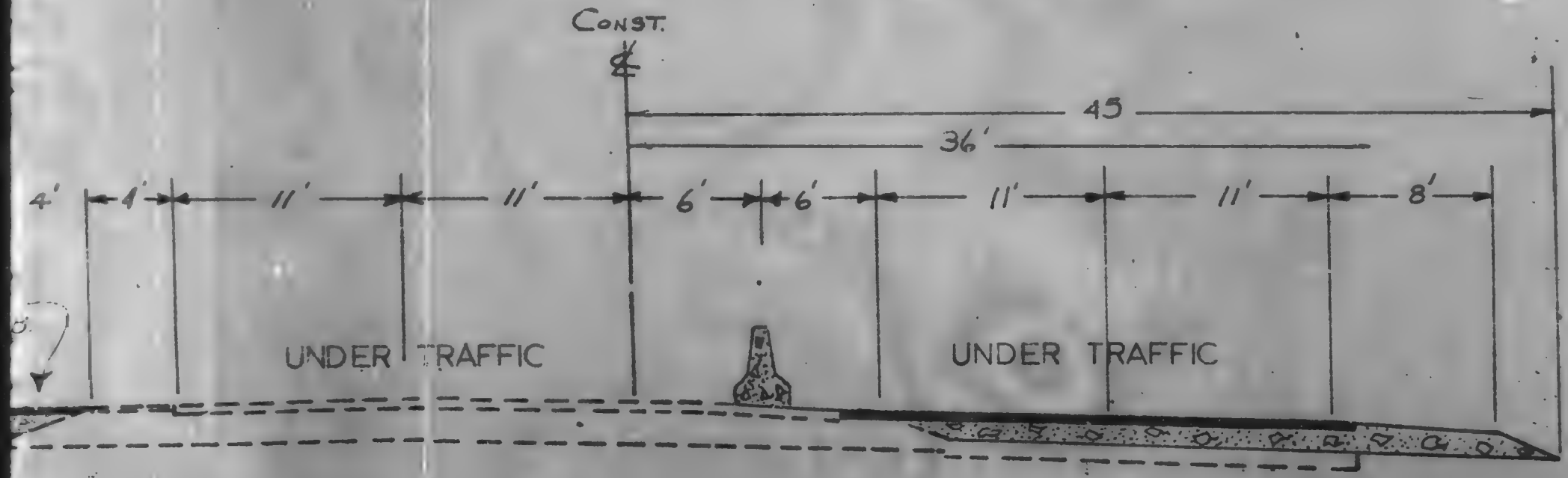
AC SIDE STAGE 1



WOODBURN INTERCHANGE - HAYESVILLE. SEC.

CROSSOVER PLAN

A.C. SIDE STAGE II

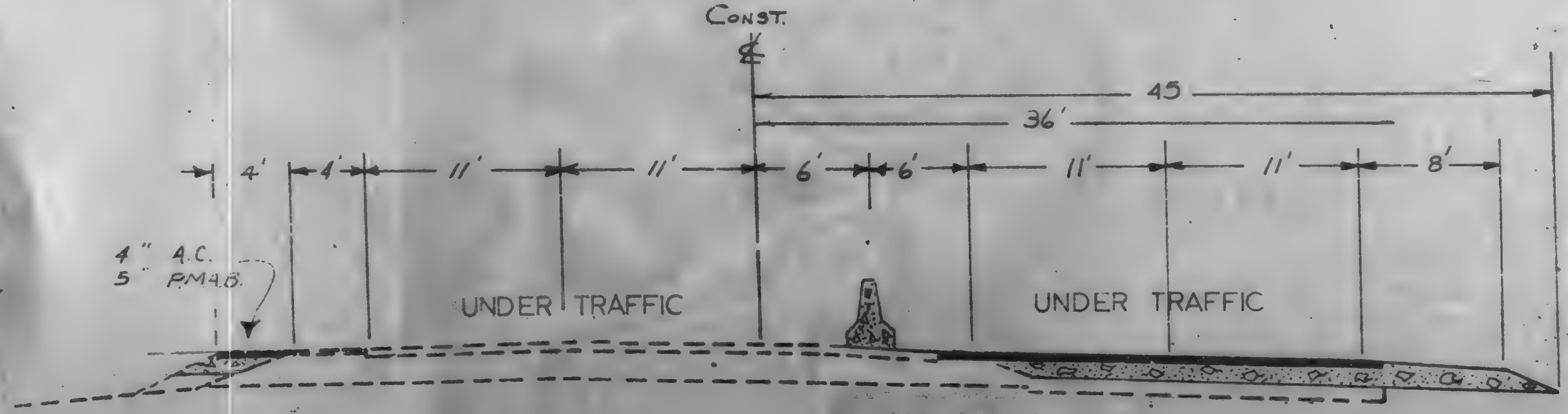


STAGE II TYPICAL SECTION

WOODBURN INTERCHANGE - HAYESVILLE. SEC.

CROSSOVER PLAN

A.C. SIDE STAGE II

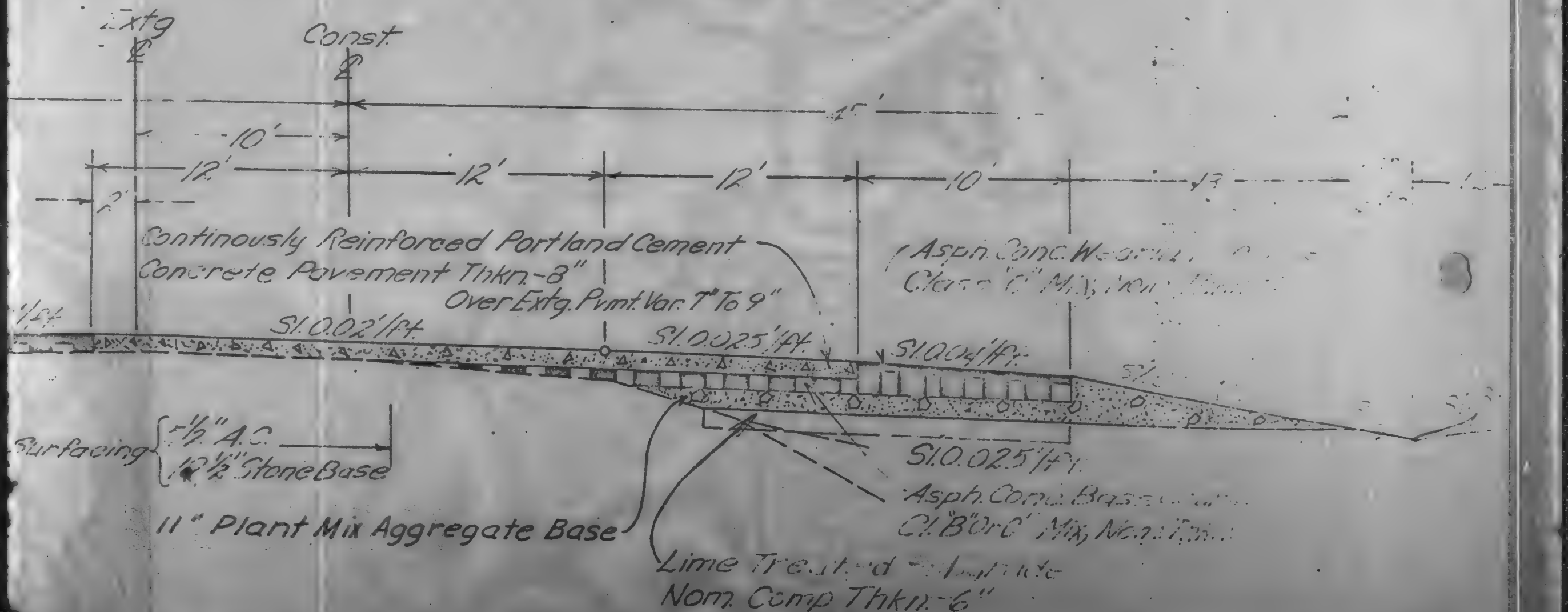


STAGE II TYPICAL SECTION

WOODBURN INTERCHANGE - HAYESVILLE SEC.

CROSSOVER PLAN

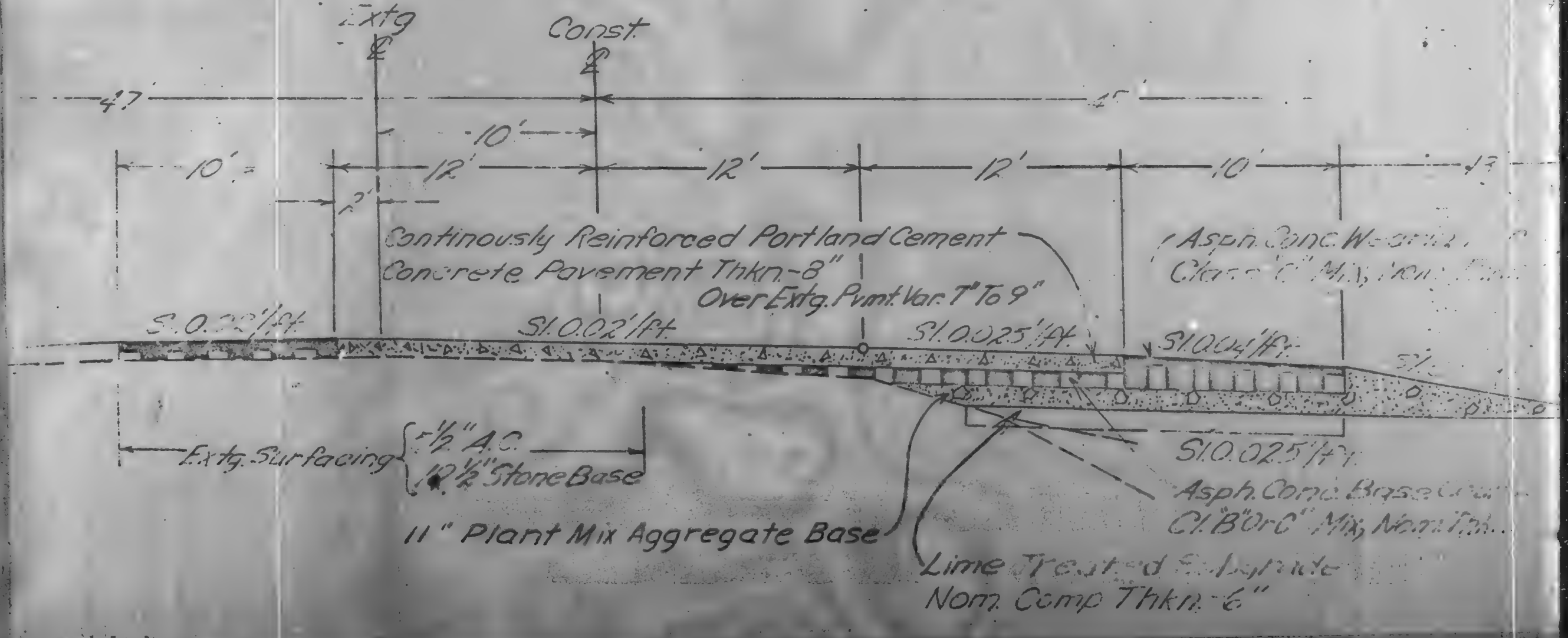
AC SIDE STAGE III



WOODBURN INTERCHANGE - HAYESVILLE SEC.

CROSSOVER PLAN

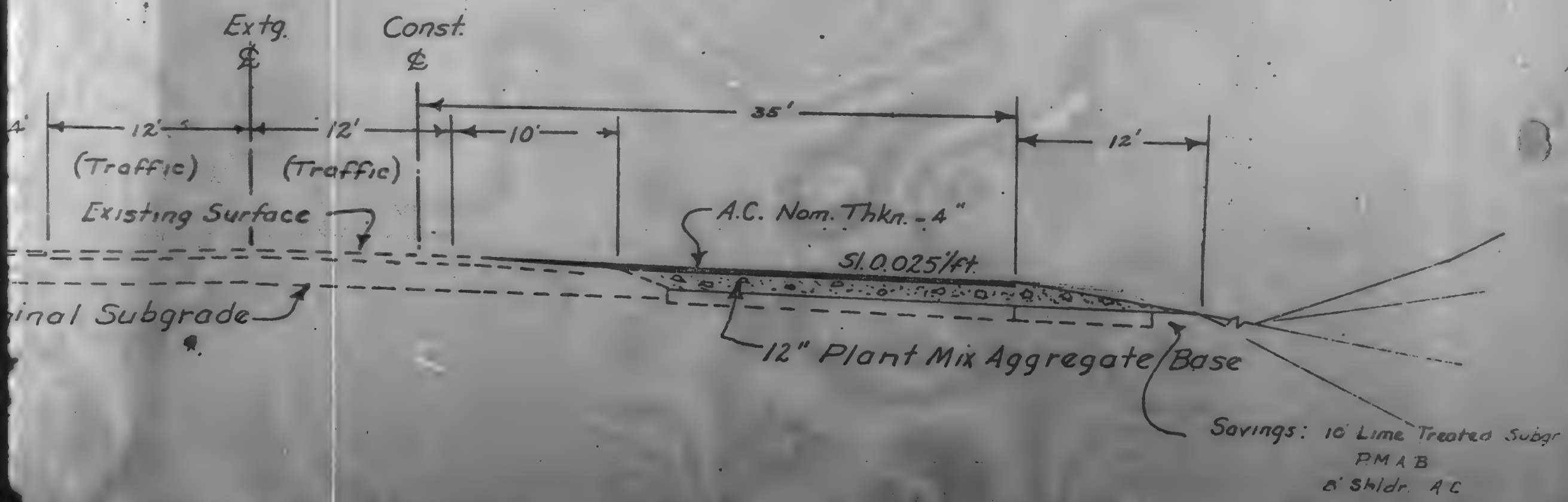
AC SIDE STAGE III



WOODBURN INTERCHANGE - HAYESVILLE. SEC.

CROSSOVER PLAN

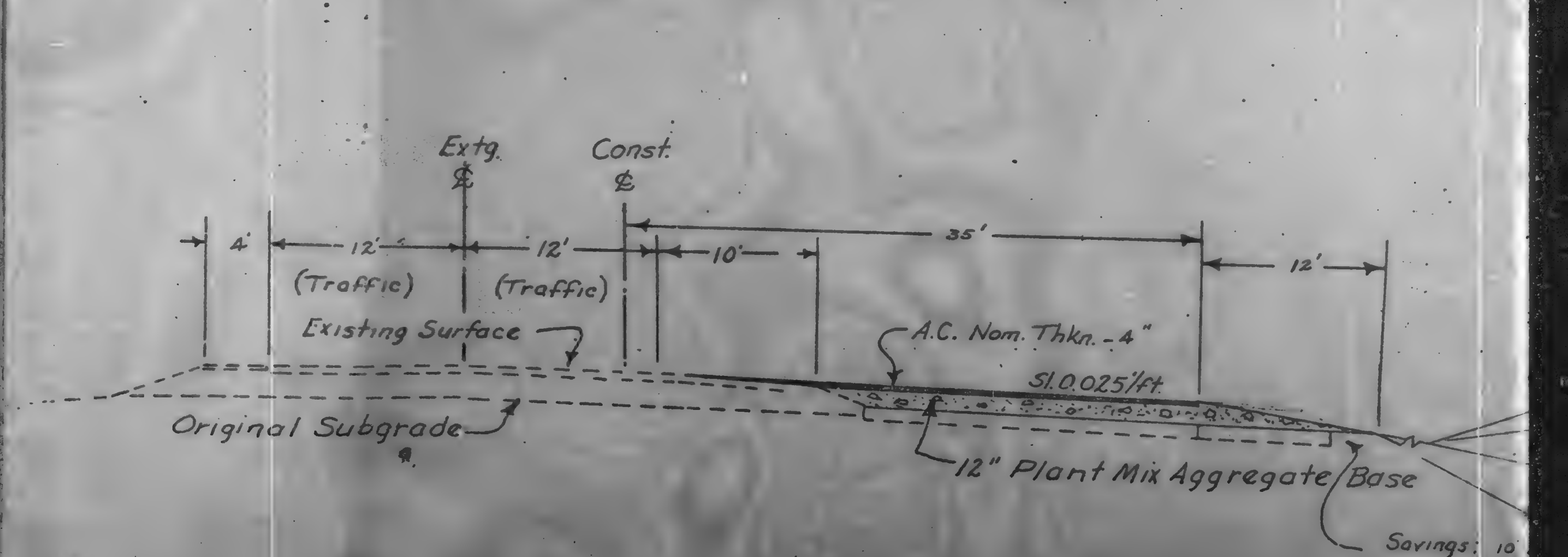
PCC SIDE STAGE I



WOODBURN INTERCHANGE - HAYESVILLE SEC.

CROSSOVER PLAN

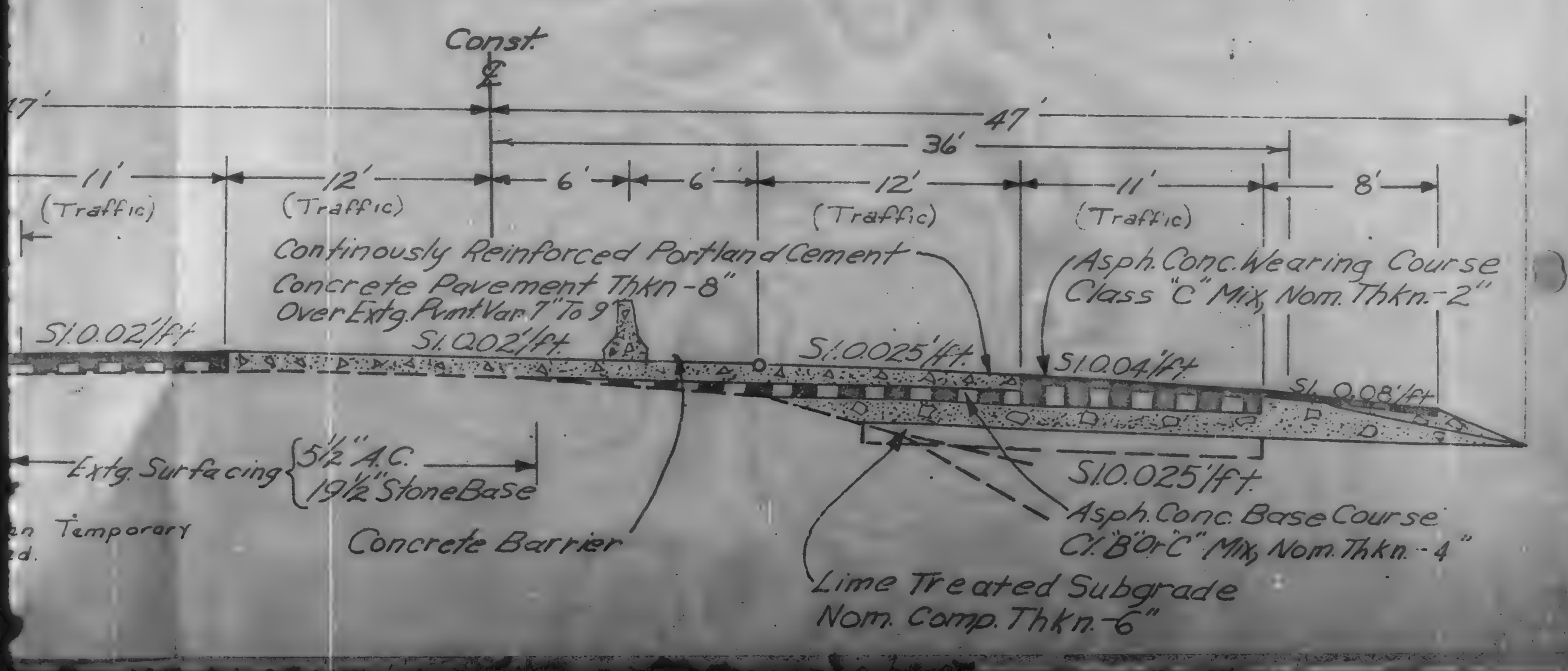
PCC SIDE STAGE I



WOODBURN INTERCHANGE - HAYESVILLE, SEC.

CROSSOVER PLAN

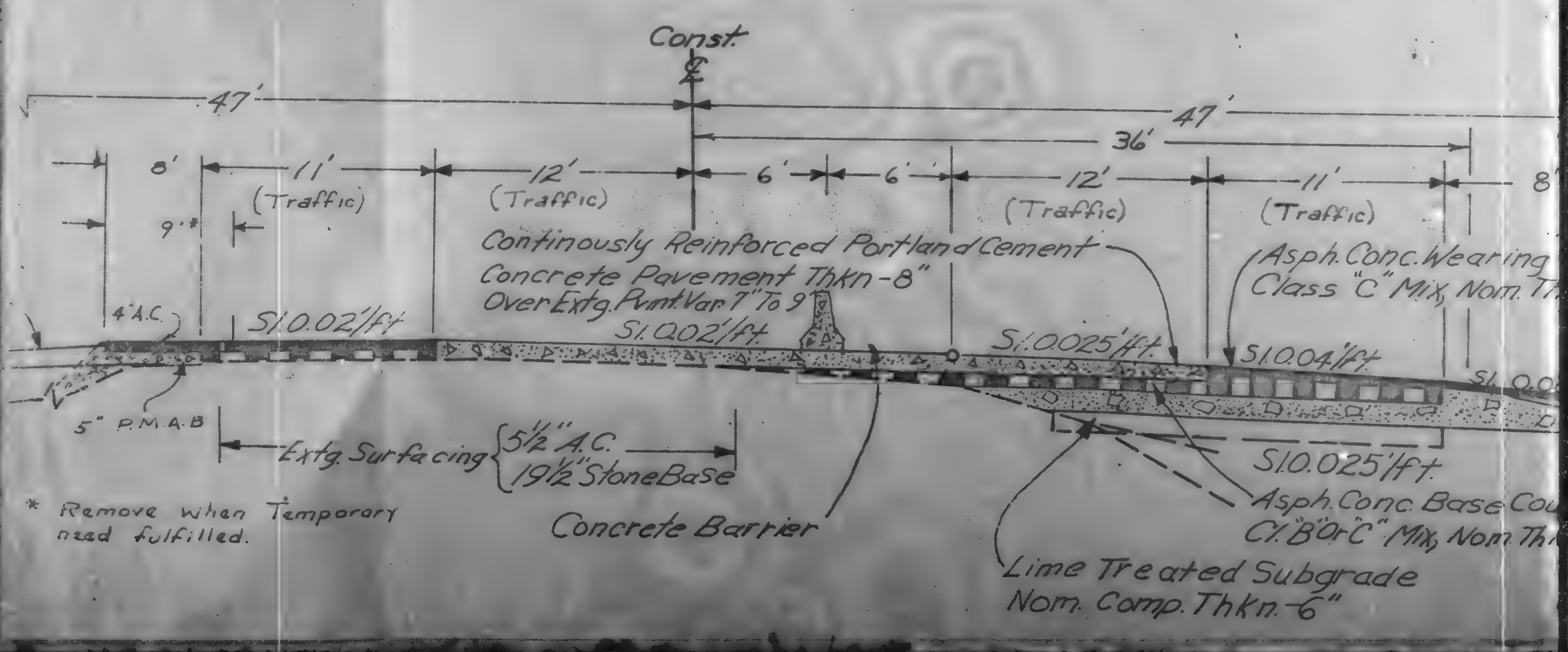
PCC SIDE STAGE II



WOODBURN INTERCHANGE - HAYESVILLE. SEC.

CROSSOVER PLAN

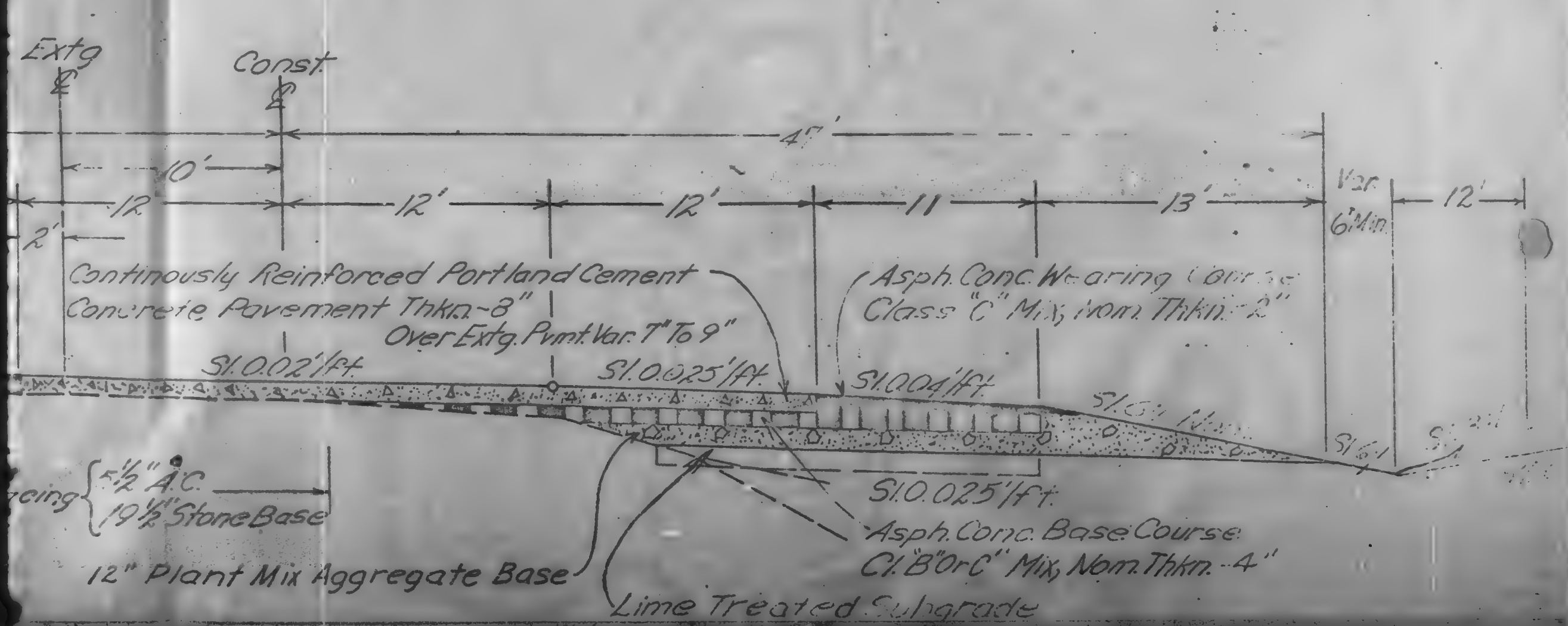
PCC SIDE STAGE II



WOODBURN INTERCHANGE - HAYESVILLE. SEC.

CROSSOVER PLAN

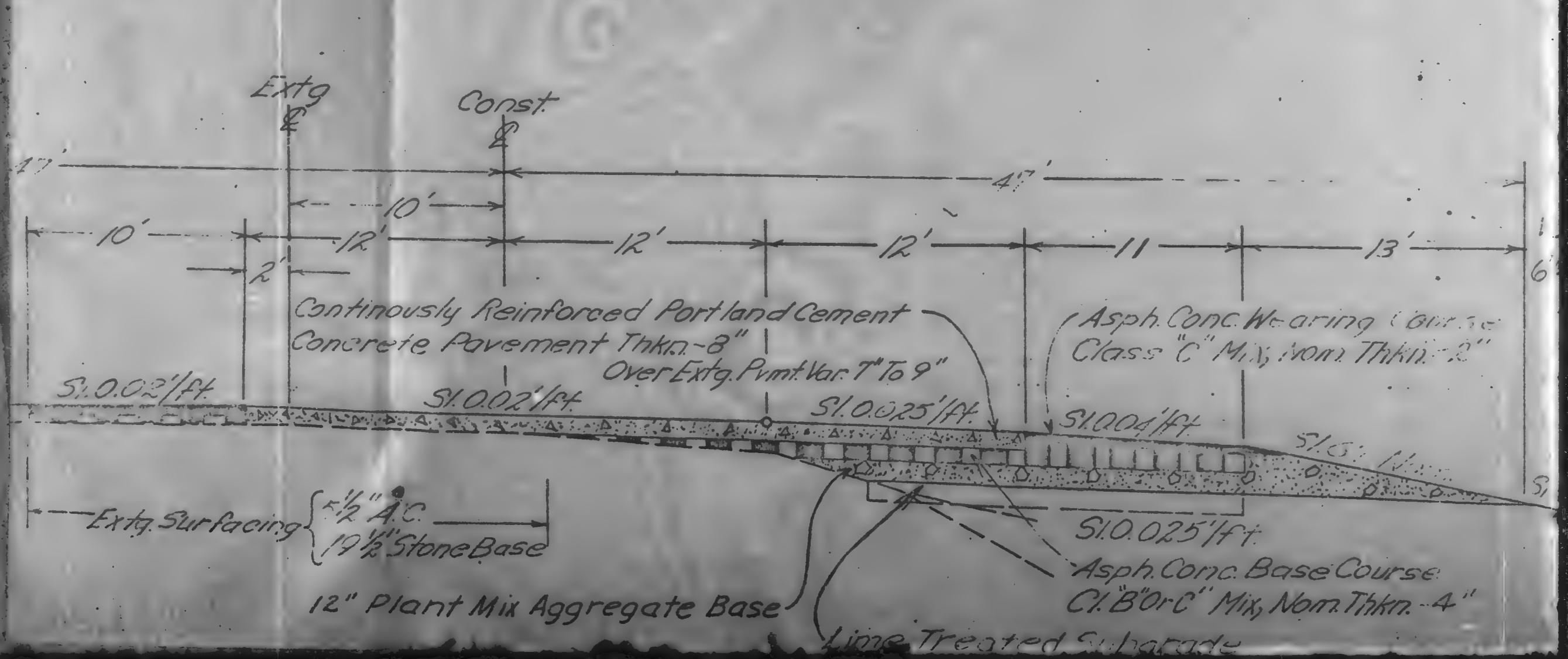
PCC SIDE STAGE III



WOODBURN INTERCHANGE - HAYESVILLE. SEC.

CROSSOVER PLAN

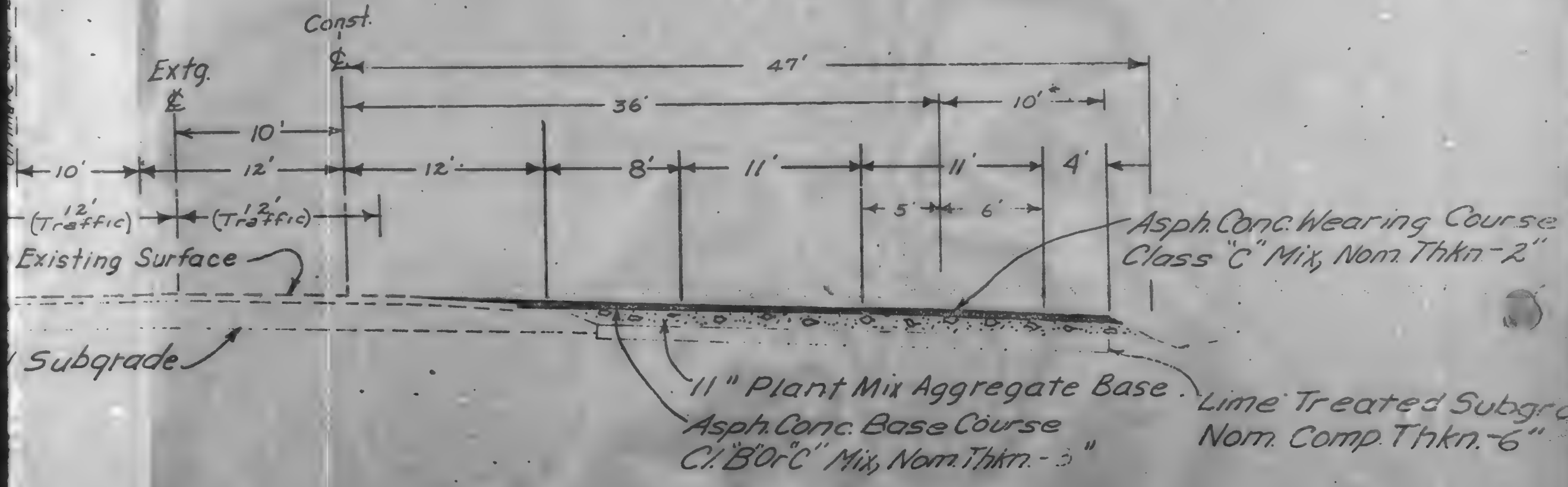
PCC SIDE STAGE III



WOODBURN INTERCHANGE - HAYESVILLE SEC.

SAFETY SHOULDER PLAN

STAGE 1



NB & SB Sta. 1149+00 - 1784+00

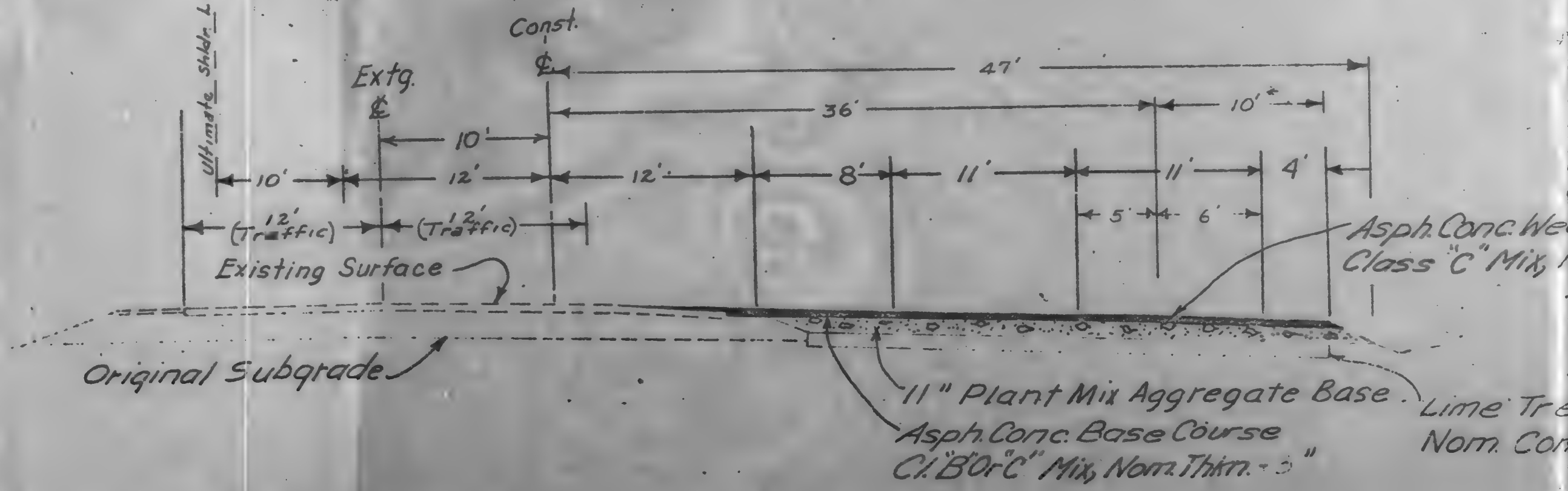
Striping and Surfacing Typical

+ Figures & widths from Original Contract plans

WOODBURN INTERCHANGE - HAYESVILLE SEC

SAFETY SHOULDER PLAN

STAGE 1



"NB" & "SB" STA. 1149+00 - 1784+00

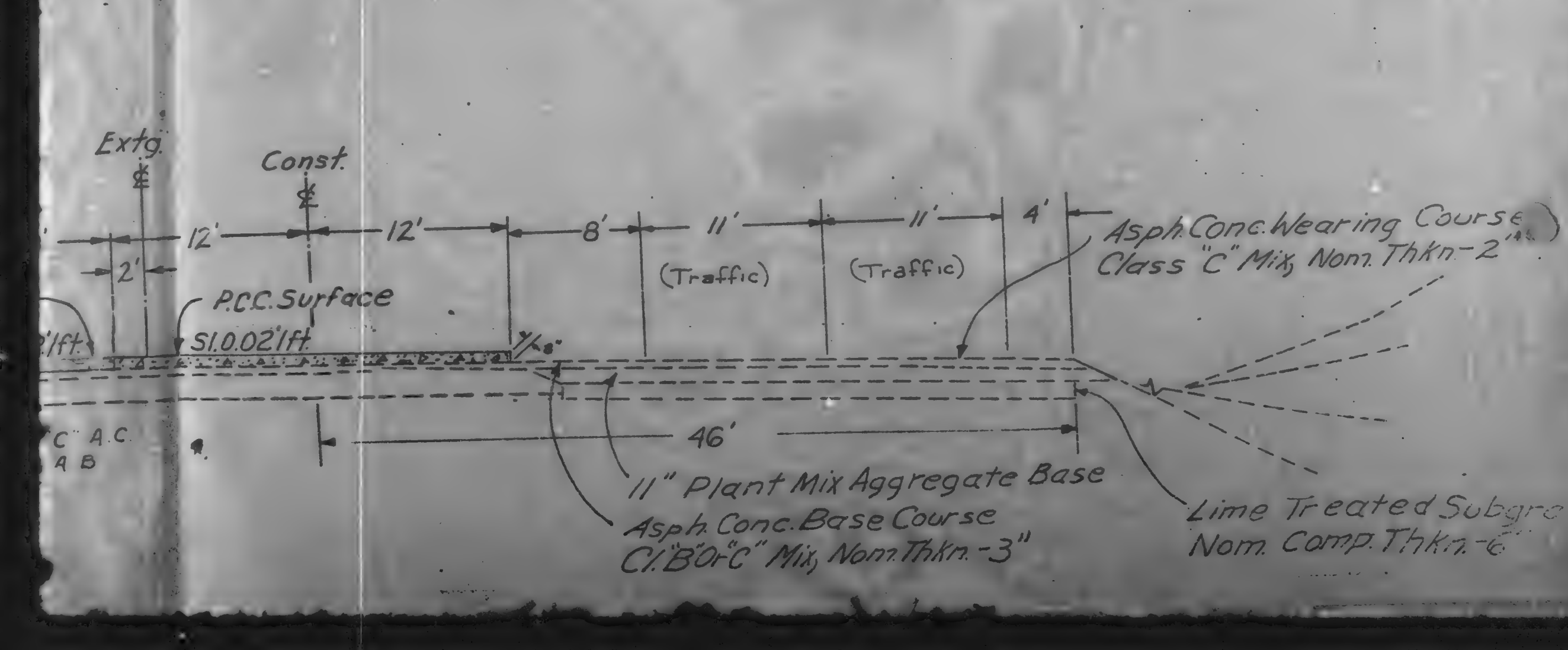
Striping and Surfacing Typical

+ Dimensions as shown from original control plans

OODBURN INTERCHANGE - HAYESVILLE SEC.

SAFETY SHOULDER. PLAN

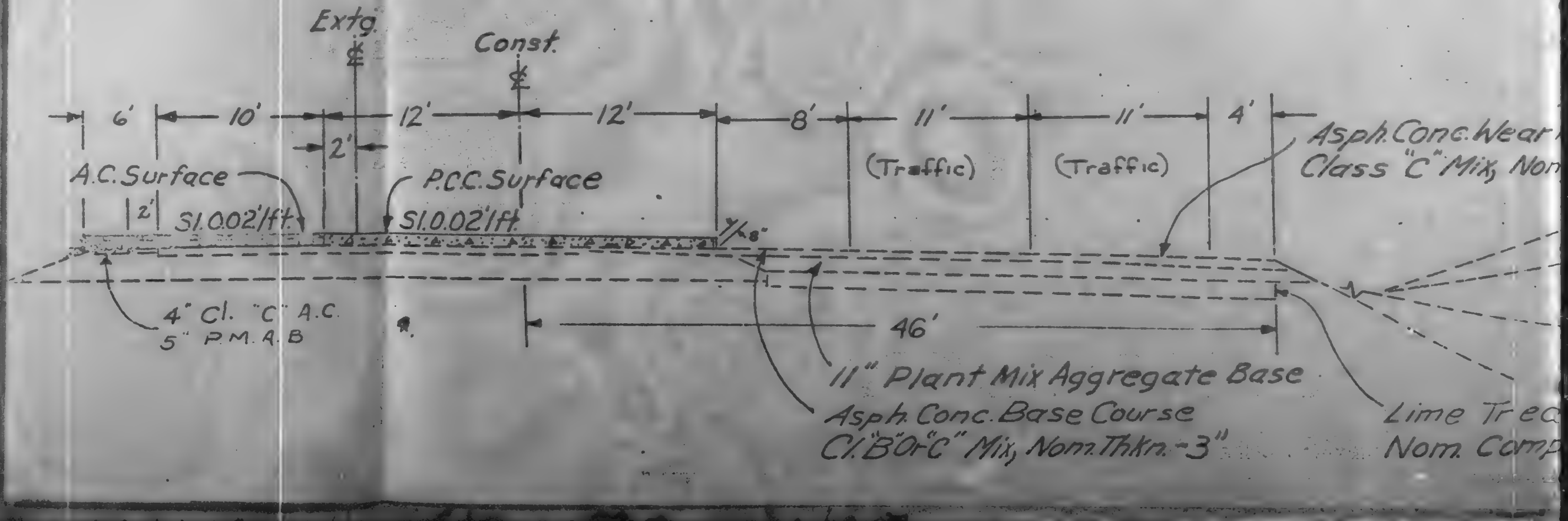
PROPOSED STAGE II



WOODBURN INTERCHANGE - HAYESVILLE SEC.

SAFETY SHOULDER. PLAN

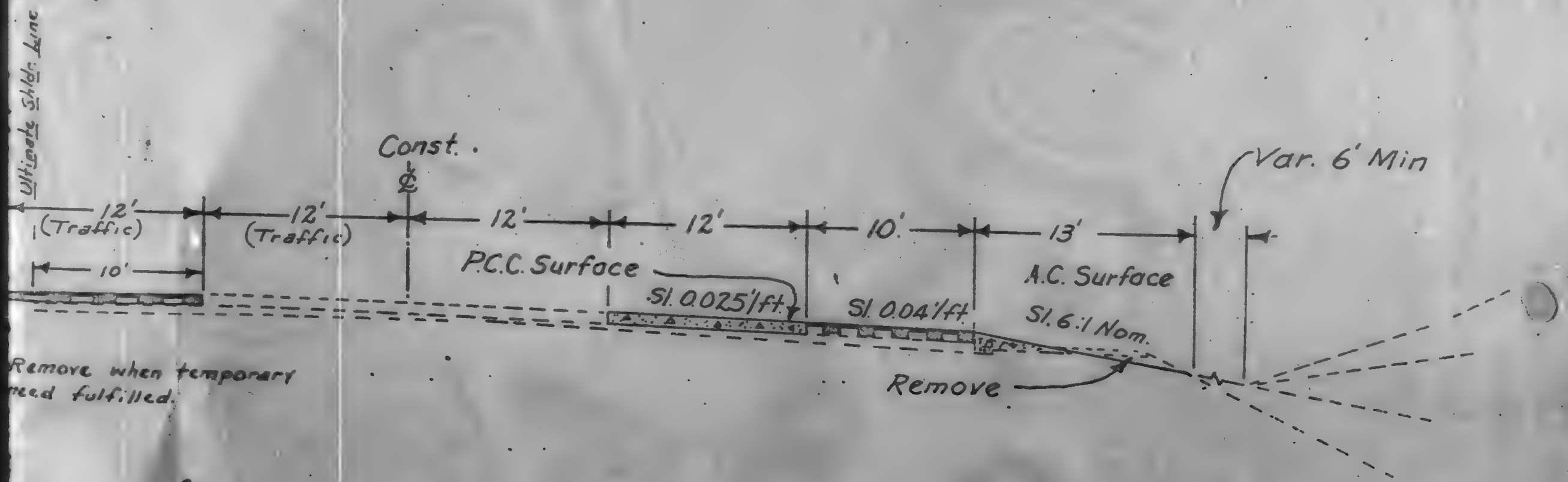
PROPOSED STAGE II



WOODBURN INTERCHANGE - HAYESVILLE SEC.

SAFETY SHOULDER PLAN

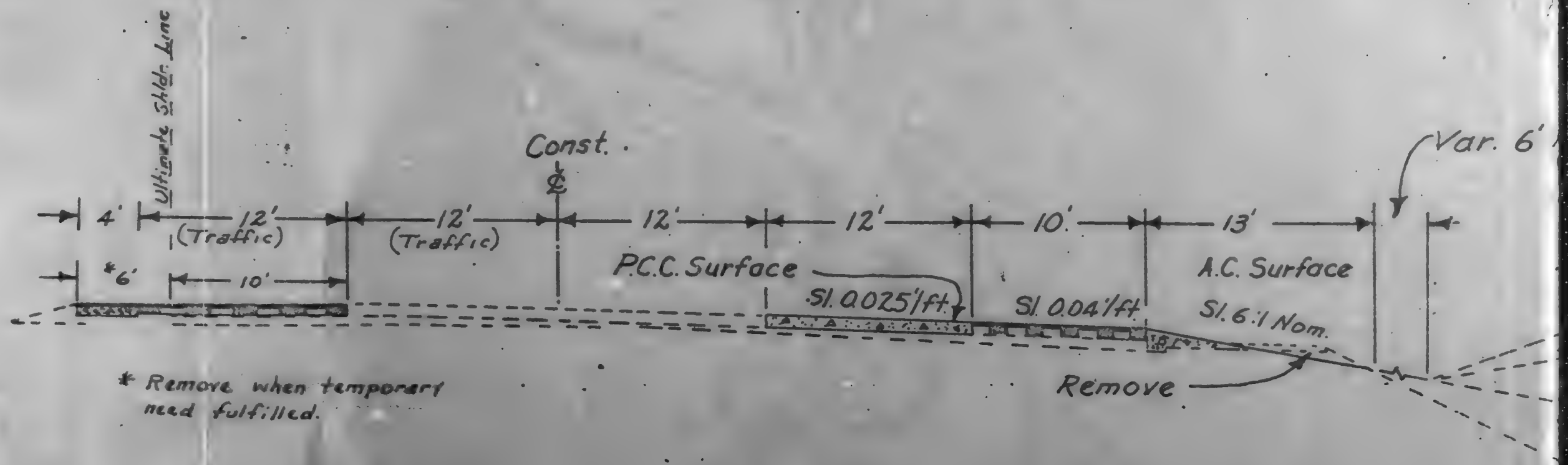
PROPOSED STAGE III



WOODBURN INTERCHANGE - HAYESVILLE SEC.

SAFETY SHOULDER PLAN

PROPOSED STAGE III



7866

FORM E-50

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 14, 1973

TO C. W. Head — Vince Gallagher
John Bond — John Herr

FROM Vernon E. Skoog, Fiscal Officer-OREDOT
By: R. J. Hacek, Accounting Systems Officer

SUBJECT Contracts 7660 and 7866
Gordon H. Ball Inc.

Attached are two letters and Treasurer's Receipts No. 885 and No. 886.

Receipt No. 885, dated September 13, 1973, is for Time Certificate of Deposit (Bond No. 156154) in the amount of $100,000 in lieu of retainage on Contract No. 7660. Receipt No. 886, dated September 13, 1973, is for Time Certificate of Deposit (Bond No. 156155) in the amount of $80,000 in lieu of retainage on Contract 7866.

A carbon copy of the original Treasurer's Receipts will be filed (in the contract file) in the Administrative Services office.

RJH:CRP:kmb
Attachment

NOTED
C. W. HEAD

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

September 13, 1973

Gordon H. Ball, Inc.
Post Office Box 897
Renton, Washington 98055

Gentlemen:

Per instructions from the Oregon State Highway Division, please find enclosed State Treasury receipts numbers 885 and 886, dated September 13, 1973, covering Time Certificate of Deposits number 156154, in the amount of $100,000.00, and Time Certificate of Deposit number 156155, in the amount of $80,000.00 drawn on the First National Bank of Oregon, Salem, Oregon.

The T.C.D's are in lieu of retainage on State Highway Contracts numbers 7660 and 7866.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Marle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, Attn: Dick Hacak
cc: Douglas Mc Gregor, Vice Pres. First National Bank of Oregon
P. O. Box 2049 Salem, Oregon 97308

COPY

FIRST NATIONAL BANK OF OREGON

HEAD OFFICE, PORTLAND, OREGON . CABLE "MULTNOMAH"

September 12, 1973

COPY

Mr. Merle Grove, Cashier
State of Oregon
Treasury Department
Salem, Oregon 97310

Dear Merle:

Enclosed are our Time Certificates of Deposit Nos. 156154 and 156155 in the amounts of $100,000 and $80,000 respectively.

These certificates have been issued in behalf of Gordon H. Ball Co., Inc., a Billingham subsidiary, and should be used in lieu of retainage. The $100,000 certificate is for contract No. 7660 and the $80,000 certificate is for contract No. 7866.

I would appreciate your contacting Dick Macak of the Oregon State Highway Dept. by telephone, number 378-6578, to confirm receipt of these funds.

Sincerely,

Douglas McGregor
Vice President & Manager

DM:bz

Enclosures

cc: Dick Macak
Mike Folak

RECEIVED
SEP 13 1973
Contract Accts.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 886

Received for Account of Gordon H. Ball Inc.
P.O. Box 897
Renton, Washington 98055

Date Sept. 13, 1973

Address

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit First National Bank, Salem, Oregon Dated Sept. 12, 1973 The expiration of 30 days after date of issue or upon the exp. of each successive 30 day period thereafter.	156155	1	80,000				80,000.00
							80,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7866
ORS 279.375

Authority

Countersigned by [signature] Deputy Cashier

[signature] State Treasurer

SPECIAL INSTRUCTIONS

FORM S-30

REFERRED TO

Cole — Read WE
Eriksen — Sample
Heger — Watson
Return ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

I-5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 13, 1973

To: Mr. E. J. Hall
Resident Engineer
P. O. Box 30
Salem, Oregon 97310

SUBJECT:

2 Versteeg V
A. Olson
1 Terpin T
Scott
3 Swenson WH
R. Olson
Trout

RECEIVED
SEP 14 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Re bare steel 1/4" smooth pipe in lieu of corrugated 18" median drains on [redacted] - Myrtleville Section.

From the standpoint of structural strength, Dan Beecroft figures smooth 1/4" wall pipe has adequate flexural and ring compression strength as a substitute for 16 gage pipe under 12 to 15 ft of fill, when initially installed.

We run into trouble when trying to evaluate the life of bare steel of unknown chemistry when compared to galvanized, copper-bearing steel. The enclosed California Test 643-G tells how to estimate life of a culvert based on resistivity and pH measurements of soil and/or water. Figure II gives multiplication factors to get from 16 gage to 8 gage life. Extrapolating on the basis of thickness of ungalvanized sheet, the factor for 1/4" would be 4.3. However, this would assume galvanized, copper-bearing material.

Assuming bare carbon steel, the ASTM specifications for steel containing at least 0.20% copper (such as A441) indicate the atmospheric corrosion rate of this steel is 1/2 of that of carbon steel (such as A36). Therefore, we might divide the 4.3 factor for 1/4" casing by 2. Call the factor 2.1.

Then, we are talking about bare steel vs galvanized steel with 1 oz per sq ft of surface. "The Design and Fabrication of Galvanized Products", published by American Hot Dip Galvanizers, gives a table indicating an increase of coating weight from 1 oz to 2 oz in a moderate industrial atmosphere increases the life of a galvanized product by 14 years. Assume if the product had no zinc on it the life would be reduced by 14 years.

Or, for example, a 30 year pipe would be reduced to a 15 year pipe. So divide the life factor for the 1/4" casing by 2. Call the factor 1.

Then a 1/4" ~~wall~~ bare carbon steel pipe would have about the same life as a 16 gage galvanized corrugated culvert. Not knowing what the resistivity or pH of the soil is, we don't know just how long a 16 gage culvert would last until perforation. We do know that the black Lobish bottom soil is acidic and if a bare galvanized pipe were installed in this type of soil it probably would not last long; ungalvanized pipe would have a shorter life. Asphalt coating would be required to protect the galvanizing. The brown Willamette silt would be less corrosive.

When we get your soil sample tested we can tell you more about the probable culvert life. When we get your report on chemistry of the casing we will have a better idea about the correctness of our assumptions regarding this material.

JOHN C. JENKINS
Engineer of Materials

JCJ:eb

cc: C. T. Keasey
C. O. Fredrickson
Frank Tarpin
Don Bascroft

sampling and is to be used for evaluating the effect of the environment on the stability of normal concrete.

PART II. PRELIMINARY FIELD METHOD OF DETERMINING pH OF WATER SAMPLES

Scope

This method is suitable for use in the field or laboratory for determining the pH of water samples.

Procedure

A. Apparatus and Materials

1. 2 oz. or larger wide-mouth container, e.g. glass jar, beaker, or dry wax paper cup.
2. pH meter, suitable for either field or laboratory testing.
3. pH standard solution of pH 7.

B. Recording Data

Record test data in a field notebook.

C. Method of Sampling

1. Dip the wide-mouth container into the water to be tested. Swirl to rinse and pour out contents to avoid contamination from container.
2. Dip into the water again for obtaining a sample.
3. Pour off any film which is on the surface of the sample before testing.

D. Standardizing pH Meter

Follow the instructions provided with the type of pH meter being used.

E. Use of pH Meter to Determine pH of Water

Follow the instructions provided with the type of pH meter being used.

F. Precautions

Follow the manufacturer's instructions for use of the meter and observe the usual precautions for making chemical tests.

Notes

pH readings may be taken at any period other than flood flow. All waters which have a pH of less than 6 should be sampled for further analysis, in one quart bottles.

PART III. METHOD OF DETERMINING pH OF SOILS

Scope

This method is suitable for use in determining the pH of soil samples.

Procedure

A. Apparatus and Materials

1. Paper cups, 2 oz. wax coated type.
2. Teaspoon or small metal scoop.
3. Wash bottle containing distilled water.
4. pH meter suitable for field or laboratory testing.
5. pH Standard solution of pH 7.

B. Recording Data

Record data in a field notebook or on Form T-619.

C. Preparation of Test Specimens

1. Place 2 rounded teaspoonsful of the soil to be tested into a 2-oz. paper cup.
2. Add about 2 teaspoonsful of distilled water to the sample in the cup.
3. Disperse soil in water by stirring. The specimen is now ready for testing.

D. Standardization of pH Meter

Follow the instructions provided with the pH meter.

E. Use of pH Meter to Determine pH of Soil

Follow the instructions provided with the pH meter.

F. Precautions

Carefully follow the above procedure and the manufacturer's instructions.

If the pH reading is unstable when the electrode is immersed in the soil slurry, leave the electrode immersed until the pH reading has stabilized. In some cases this waiting period for the stabilization of the pH reading may take 5 minutes.

PART IV. LABORATORY METHOD OF DETERMINING MINIMUM RESISTIVITY

Scope

This method covers the procedure for determining the minimum resistivity of soil or water samples selected as indicated in PART I. These resistivity values are used in estimating culvert life as described in PART V.

Procedure

A. Apparatus

1. Resistivity meter suitable for laboratory testing.
2. Soil box calibrated for use with resistivity meter. See Figure I for details.
3. No. 8 Sieve.
4. Round tin pans. 12″ diameter and 2″ deep.
5. 200° F. oven.
6. One balance, 5 Kg. capacity, accurate to 10 g.

B. Materials

Distilled or de-ionized water.

C. Recording Data

Record data on Form T-619 or in notebook.

D. Preparation of Soil Samples

After thorough mixing of sample, screen it through a No. 8 sieve. If the sample is too moist to be sieved, it may be dried and crushed. Do not crush rocks. Only the natural material that passes the No. 8 sieve is to be used for the test.

E. Measuring the Resistivity of Soil Sample

1. Quarter or split out about 1300 grams of the passing No. 8 material.

State of California
Department of Public Works
Division of Highways

MATERIALS AND RESEARCH DEPARTMENT

Test Method No. Calif. 643-B.
July, 1963
(7 pages)

METHOD FOR ESTIMATING THE SERVICE LIFE OF METAL CULVERTS

Note: This is for galvanized copperbearing steel (AASHO M218)

GENERAL SCOPE

Two environmental factors are combined for estimating the service life of metal culverts. These environmental factors are the hydrogen-ion concentration (pH) and the electrical resistivity of the site and backfill materials.

The hydrogen-ion concentration (pH) of the soils and waters indicates the degree of acidity or alkalinity, while the resistivity measurements indicate the relative quantity of soluble salts.

Using these values, the probable service life of a metal culvert in a given location is estimated by means of the Chart shown on Figure II.

This information, combined with observations of existing culverts, if any, provides a basis for (1) estimating the service life of galvanized metal culverts and (2) estimating the additional life that would be obtained by coating the culverts to reduce the corrosion rate.

This test method is divided into the following parts:

I. Method of Field Resistivity Survey and Sampling for Corrosion Tests.

II. Preliminary Field Method of Determining pH of Water Samples.

III. Method of Determining pH of Solis.

IV. Laboratory Method of Determining Minimum Resistivity.

V. Estimating Service Life of Metal Culverts from Test Data.

PART I. METHOD OF FIELD RESISTIVITY SURVEY AND SAMPLING FOR CORROSION TESTS

Scope

The field resistivity test is an indication of the soluble salts in the soil or water, and is used primarily as a guide for selecting samples that will be further tested in the laboratory to obtain data for estimating the service life of culverts. The natural soil in each channel or culvert location and the structural backfill material are tested by a portable earth resistivity meter, and samples are selected on the basis of these tests.

Procedure

A. Apparatus

1. Portable earth resistivity meter, suitable for rapid in-place determinations of soil resistivity.
2. Field probe.
3. Steel starting rod, for making hole (in hard ground) for inserting probe.
4. Sledge hammer (4 lbs.)

B. Materials

Distilled, de-ionized or other clean waters that measure greater than 20,000 ohm/cm^3.

C. Recording Data

Record test data in a field note book for use in selecting samples and also for use as needed in analyzing laboratory test data.

D. Test Procedure

1. In the channel of a proposed culvert site, insert the field probe into the soil for a depth of between 6″ and 12″ and measure resistivity. Remove the field probe and pour about 2 ounces of clean water into the hole.
2. Re-insert the probe, while twisting to mix the water and soil, then measure the resistivity. Follow manufacturers' instructions for correct use of meter.
3. Withdraw the field probe and add an additional 2 ounces of clean water.
4. Re-insert the probe and again measure the resistivity of the soil.
5. Record the lowest of the readings as the field resistivity of the soil.

E. Selection of Soil Samples for Laboratory Tests

1. Make sufficient resistivity determinations at various locations in the channel or culvert site area to represent adequately the entire area.
2. If the resistivity is reasonably uniform within the limits of the project, three soil samples from different locations will be sufficient. If, however, some locations show resistivities that differ significantly from the average of the determinations for the area being surveyed, additional soil samples should be taken to represent these locations,—particularly those with resistivities significantly below the average.

a. For example, if the soil resistivities throughout the surveyed area are all at or near an average value of 2000 ohm/cm^3, three samples will be enough. If any of the locations tested have resistivities markedly below this average, for example 800 ohm/cm^3, then these "hot spots" should definitely be represented by additional samples. Scattered locations of higher resistivity, for example 3000 ohm/cm^3 or more, do not necessarily require additional samples.

b. Judgment must be exercised both in the field testing and sampling and in evaluating the laboratory tests.

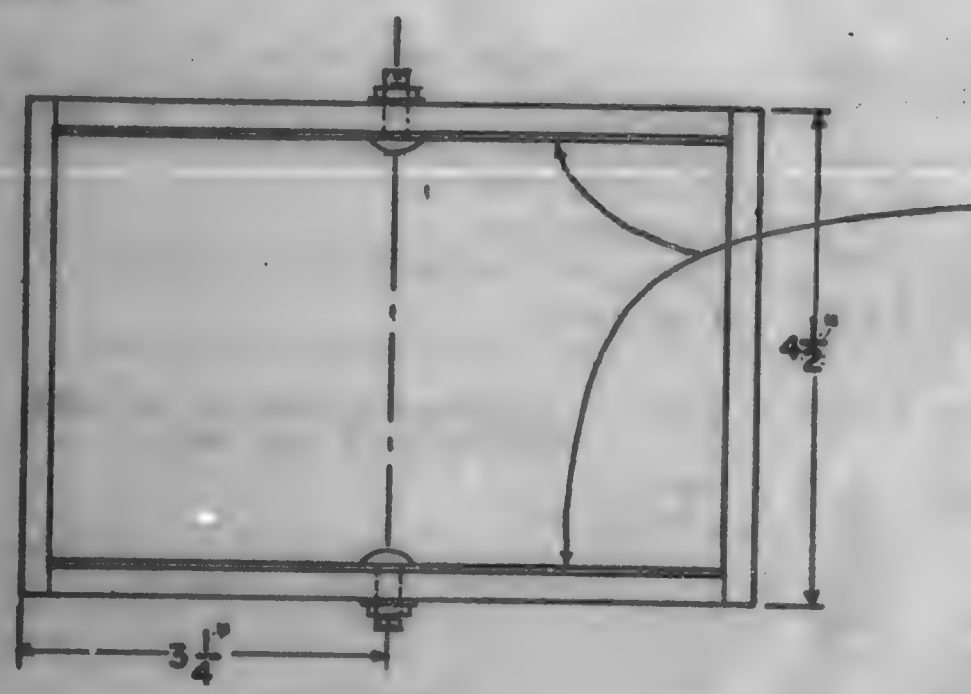
c. In all cases, do not take less than 3 samples.

F. Precautions

In field testing and sampling, follow very carefully the test method instructions and also the manufacturer's instructions for use of meters.

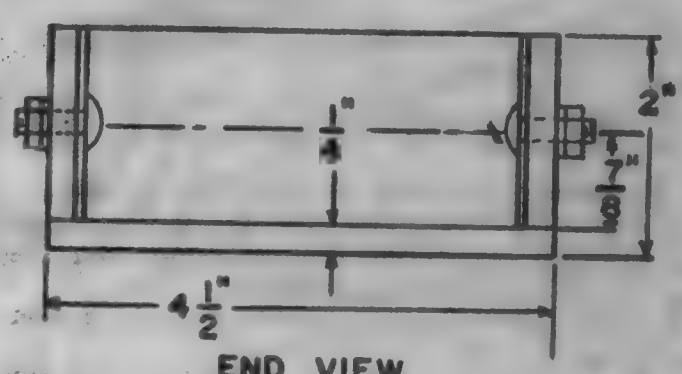
Notes

If the minimum resistivity of a soil is determined to be less than 3000 ohm/cm^3 in the laboratory, a representative sample weighing 2 to 5 lbs. which passes the No. 8 sieve will be needed for a sulfate (SO_4) analysis. This should be taken into account in field



TOP VIEW

FRONT VIEW



END VIEW

Material — 1/4" Plastic

Bottom — 1 Pc. 6 1/2" x 4 1/2" x 1/4"

Ends — 2 Pcs. 4 1/2" x 1 3/4" x 1/4"

Sides — 2 Pcs. 6" x 1 3/4" x 1/4"

Electrodes — 2 Pcs. 20 Ga. Stainless Steel 6" x 1 3/4"

2 Ea. No. 8-32 x 3/4" Round Head Stainless Steel Machine Screw With Rubber Washer & Stainless Steel Washer & Nut.

FIGURE 1

SOIL BOX FOR LABORATORY RESISTIVITY DETERMINATION

2. If the sample was dried, add about 150 grams of distilled water to the 1300 grams of soil and thoroughly mix.

3. After the soil sample is thoroughly mixed, place and compact it (moderate compaction with the fingers is sufficient) in the soil box.

4. Measure the resistivity of the soil in accordance with the instructions furnished with the meter.

5. Remove the soil from the soil box and add about 100 additional grams of distilled water and again thoroughly mix.

6. Again place and compact the soil in the soil box and measure its resistivity.

7. Repeat this procedure once more.

8. If the resistivity of the soil has not followed a trend of high resistivity, low resistivity, and then an increase in resistivity for the preceding additions of distilled water, continue to add water in about 50 gram increments to the soil; mixing, placing, compacting, and measuring resistivity for each increment, until the minimum resistivity is obtained.

9. If the sample was not dried, begin the test procedure by adding 50 grams of water in lieu of 150 grams specified above in 1. Continue to add 50 gram increments of water followed by mixing, placing, compacting, and measuring until a minimum value of resistivity is measured.

10. Record the test value that is the minimum value of soil resistivity at any moisture content.

F. Measuring the Resistivity of a Water Sample

1. Thoroughly clean the soil box of all soil particles and rinse the soil box a minimum of three times with distilled or de-ionized water.

2. Fill the soil box with distilled water and measure its resistivity.

3. If the distilled water in the soil box measures infinite resistivity, empty the soil box of distilled water, fill with the test water, measure its resistivity, then record the measured value.

4. If the distilled water in the soil box did not measure infinite resistivity, continue to rinse the box with distilled or de-ionized water until the box is thoroughly clean, which is indicated by an infinite resistivity measurement.

G. Recording Data

Record data in notebook or on Form T-619.

H. Precautions

Follow the above instructions very carefully.

PART V. ESTIMATING SERVICE LIFE OF METAL CULVERTS FROM TEST DATA

Procedure

A. Calculations

Using the minimum resistivity and the pH values of the soils or waters, obtained as described in Parts II, III, and IV of this test method, determine the estimated service life (years to perforation) from the Chart shown on Figure II.

Reporting

The Materials and Research Department reports test results on Form T-669 (Figure III).

District reports which include evaluation of data obtained from tests and observations of existing culverts, as well as test data, may be made in a manner similiar to that shown in Figure IV, with the results noted in the District Materials Report.

REFERENCE

A California Method

1. Field Test for Estimating Service Life of Corrugated Metal Culverts, by J. L. Beaton and R. F. Stratfull. Proc. Highway Research Board Vol. 41, P. 255, 1962.
2. Field Method of Detecting Corrosive Soil Conditions. By R. F. Stratfull. Proc. 15th Calif. Street and Highway Conference, held at U.C.L.A., Jan. 24-26, 1963, I.T.T.E. P. 158.

End of Text on Calif. 643-B

Test Method No. Calif. 643-B
July, 1963

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS

DIVISION OF HIGHWAYS
MATERIALS AND RESEARCH DEPARTMENT

TEST NO. _____
S.I.C. NO. _____
CONT. NO. _____
FIELD NO. _____
DATE REPTD. _____

REPORT OF TESTS ON
Soils or Waters for Corrosive
Effect on Life of CMP

District_____County_____Route_____Section_____
Limits_____
Resident Engineer_____Contractor_____

Sample of_____Sample From_____
Location of Source_____
Date Sampled_____by_____Title_____Received_____

TEST RESULTS

'Life is the estimated average years for perforation of 16 gage CMP.

The estimated average life is based upon preliminary laboratory data and should be checked by inspection of existing installations. Coating metal pipe may extend estimated average life. If a metal culvert is considered for use and its gage is in excess of 16, the estimated life should be multiplied by the following factors indicated by the pipe gages under consideration.

Gage	14	12	10	8	6	2	0	000
Factors	1.3	1.8	2.3	2.8	3.3	4.3	5.0	6.0

F. N. HVEEM
Materials & Research Engineer

By_____

Form T-669 (Orig. 3-60)

FIGURE III

CHART FOR ESTIMATING YEARS TO PERFORATION OF METAL CULVERTS

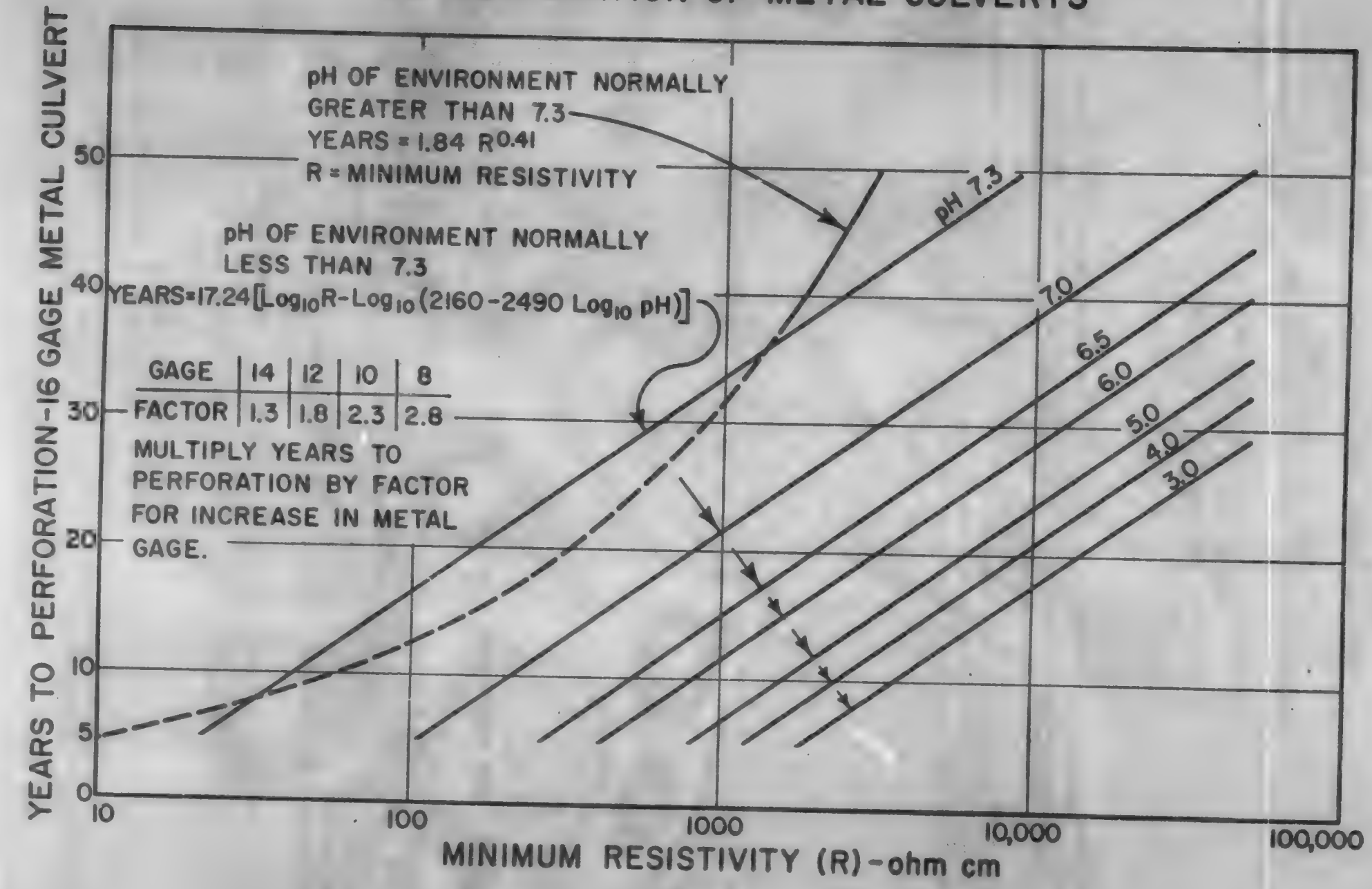


FIGURE II

CHART FOR ESTIMATING METAL CULVERT SERVICE LIFE

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS

DIVISION OF HIGHWAYS

EVALUATION OF TESTS ON
Soils or Waters for Corrosive
Effect on Life of CMP

TEST NO._____
SIC NO._____
CONT. NO._____
FIELD NO._____
DATE REPTD._____

District_____County_____Route_____Section_____
Limits_____
Resident Engineer_____Contractor_____

Sample of_____Sample From_____
Location of Source_____
Date Sampled_____by_____Title_____Received_____

TEST RESULTS

pH_____
Sulfates_____
Minimum Resistivity_____

Existing culvert is_____, and its apparent
(Type, gage, & Coating)
service life is_____years.

ESTIMATED SERVICE LIFE OF METAL CULVERTS
(FROM TEST DATA):

Gage	Galv.	Asphalt Dipped	Asbestos Bonded	Paved Invert	Remarks
16					
14					
12					
10					
8					
6					
2					
0					
000					

Reinforced Concrete Structures
May_____May Not_____ (Check One) be adversely affected by the environment.

_____
District Materials Engineer

Form _____

FIGURE IV

7266

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

September 7, 1973

NOTED
H. S. COULTER

Marion County Board of Commissioners
Marion County Court House
Salem, Oregon 97301

ATTENTION: Pat McCarthy
Chairman

7266

Gentlemen:

With respect to the problem of Gordon H. Ball Company's operations on Quinaby Road:

1. You have a copy of Project Manager, Emil J. Sederstrom's August 31, 1973 letter of apology.

2. This office wrote September 4, 1973 promising a follow-up.

3. Resident Engineer, E. J. Hall met with Mr. Sederstrom September 5. Mr. Hall reports "Mr. Sederstrom assured me that he had instituted corrective steps to stop the problem af dirt spillage. I further observed that the trucks are running at a much slower speed than previously. I have instructed my people to keep a close watch on this hauling operation over county roads and in the event the contractor again creates a problem, we will take immediate action to get it stopped."

We trust these actions have resolved the problem. If not, we will follow-up as indicated in the quote from Mr. Hall.

Again, thank you for bringing this matter to our attention.

Yours very truly,

ORIGINAL SIGNED BY GERALD WIMER

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/elk
cc: H. S. Coulter
C. T. Keasey
Ed Hall

RECEIVED
SEP 10 1973
Office of
Assistant State Highway Engineer

624-1089

FORM S-80 9M1 8-68 SP*6470-734

REGION 2 ENGINEER
RECEIVED
SEP 6 1973
RE | RCE | RME | RTE | ROE
ULE | GEO | TA | FILE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 6, 1973

To: C. O. Fredrickson
Region Engineer

From: E. J. Hall
Resident Engineer

SUBJECT: Complaint from Marion County Board of Commissioners
Woodburn Inter.-Hayesville Inter.
Pacific Highway - Marion County
Contract No. 7866

I met with Mr. Emil Sederstrom, Project Manager, yesterday, and during our meeting we discussed the subject complaint. Mr. Sederstrom assured me that he had instituted corrective steps to stop the problem of dirt spillage.

I checked his hauling operation in the area of the complaint, County Road No. 613, and observed that he has reduced the loading in the trucks so that little or no dirt spillage is taking place. I futher observed that the trucks are running at a much slower speed than previously.

I have instructed my people to keep a close watch on this hauling operation over county roads and in the event the contractor again creates a problem, we will take immediate action to get it stopped.

Enclosed herewith is a copy of Mr. Sederstrom's reply to the County Commissioner.

EJH/ec

cc C. T. Keasey w/attach

Gordon H. Ball, Inc.

August 31, 1973

Board of Commissioners
Court House
Salem, Oregon 97301

Gentlemen:

We would like to apologize to you and to the general public of Marion County for the inconvenience and discomfort caused by our hauling operation on County Road #613, Quinaby Road. We will make every attempt possible to see that nothing similar to this will be repeated in the future.

We certainly appreciate all the cooperation and effort on the part of the employees of the Marion County to help in our endeavor to clean up the dirt that was spilled on Quinaby Road. We do not want to make any excuses for the condition that the road was left in, however; I would like to point out that at the time the effect of this particular operation the laborers went out on strike and our complete operation was shut down. We then had to get special dispensation from the unions to allow us to go back to work and clean up the area. There were several misunderstandings between us and the union in what needed to be done and that it was a safety hazard. We certainly hope that all of this labor problem is behind us. We will make every attempt to keep your people informed as to our progress and as to our hauling over any county roads and any closures or any obstructions that may occur in our construction projects.

We again would like to thank you and the employees of Marion County for the cooperation they have shown us and sincerely hope that we will be able to continue this good relationship.

Sincerely,

GORDON H. BALL, INC.

Emil J. Sederstrom
Project Manager

EJS/cf
cc: Fred Klayboe, Oregon State Highway Division

A DILLINGHAM COMPANY

P.O. BOX 513 SALEM OREGON 97308 TELEPHONE (503) 393-3160

#7866

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 6, 1973

In reply refer to: 10-35-EC2

SUBJECT: Oregon Project I-5-5(36)260
Woodburn Interchange-Hayesville Int.Section
Access to BPA Transmission Line Towers

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested in Mr. Cartwright's August 17 letter we approve the proposed access to the two Bonneville Power Administration Transmission Line Towers provided they are both from the freeway mainline rather than the interchange ramps. We recognize the need for these accesses and we feel they would be much safer from the mainline.

for G. L. Green

RECEIVED
STATE HWY ENGR
SEP 7 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig - Rlw - Chidsey
9-7-73

7866

NOTED
U. S. [illegible]

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

TOM McCALL
GOVERNOR

[illegible] M. BALDWIN
Administrator of Highways

September 4, 1973

Marion County Board of Commissioners
Courthouse
Salem, Oregon 97301

Attention: Pat McCarthy, Chairman

Dear Mr. McCarthy:

Your letter of August 23, 1973 regarding the condition in which our contractor, Gordon H. Ball Company , has been leaving County Road No. 613-Quinaby Road was referred to this office. This letter as well as a copy of the letter which you wrote to Gordon H. Ball Company on the same date are being referred to our Resident Engineer on the project, Mr. Ed Hall. By copy of this letter Mr. Hall is being instructed to discuss this matter with the contractor and see what arrangements can be made to avoid a repetition of this detrimental treatment to your road.

We hope that this will clear up the problem and will advise you of the results of our Resident Engineer's contract with this Contractor.

Thank you for bringing this matter to our attention.

Very truly yours,

ORIGINAL SIGNED BY
C. O. FREDRICKSON

C. O. Fredrickson
REGION ENGINEER

COF:lb

cc: H. S. Coulter
Ed Hall
C. T. Keasey

RECEIVED
SEP 5 1973
Office of
Assistant State Highway Engineer

9-5-73
ea

COMMISSIONERS
PAT McCARTHY, CHAIRMAN
HARRY CARSON, JR.
HENRY C. MATTSON

EXECUTIVE SECRETARY
BRUCE PROSSER

LEGAL COUNSEL
FRANK C. McKINNEY

TELEPHONE 588-5212
AREA CODE 503

MARION COUNTY
BOARD OF COMMISSIONERS

COURTHOUSE
SALEM, OREGON 97301

August 23, 1973

REGION 2 ENGINEER
RECEIVED
AUG 31 1973
TRE RCE RME RTE ROE
ULE GEO TA FILE

Mr. Fred Klaboe
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

Your Contractor, Gordon H. Ball Company, has been spilling a great deal of dirt on one of our County Roads, County Road No. 613 - Quinaby Road, mostly adjacent to the Burlington Northern Railroad Company tracks. This is a detriment to our road surfacing and has created a serious potential traffic hazard, as well as a nuisance to the general public.

It has now been cleaned up after much delay and procrastination, but should never have been allowed in the first place. In order that this condition or any other similar condition be avoided in the future, we would request that you instruct your Contractor that he must conduct his operations so that there will be no need for us to take action under ORS 483.532.

Your cooperation will be greatly appreciated.

Sincerely,

BOARD OF COUNTY COMMISSIONERS

Pat McCarthy
Chairman

Harry Carson Jr.
Commissioner

Henry C. Mattson
Commissioner

RECEIVED
AUG 30 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
AUG 29 '73
REFER TO
Courts - TAA
FOR
Info | Invest | R/W | D/R | Sign | Act | File

mm
cc: Gordon H. Ball Company

8-30-73
orig. to
Fredrickson
re. answer

COMMISSIONERS
PAT McCARTHY, CHAIRMAN
HARRY CARSON, JR.
HENRY C. MATTSON

EXECUTIVE SECRETARY
BRUCE PROSSER

LEGAL COUNSEL
FRANK C. McKINNEY

TELEPHONE 588-5212
AREA CODE 503

MARION COUNTY
BOARD OF COMMISSIONERS

COURTHOUSE
SALEM, OREGON 97301

August 23, 1973

Gordon H. Ball Company
P.O. Box 513
Salem, Oregon 97308

Gentlemen:

We are greatly concerned that the recent problem of dirt spillage on County Road No. 613 - Quinaby Road, is not repeated in the future.

We recognize the problems involving road construction projects, such as yours, but we have an obligation to the general public of Marion County which we intend to keep. We will permit no further damage to any of our County Roads used by your equipment or any of your sub-contractor's equipment. You will henceforth conduct your operations in such a manner that it will not force us to curtail your future work under ORS 483.532.

Your cooperation will be greatly appreciated.

Sincerely,

BOARD OF COUNTY COMMISSIONERS

Pat McCarthy
Chairman

Harry Carson Jr.
Commissioner

Henry C. Mattson
Commissioner

mm
cc: Fred Klaboe,
Oregon State Highway
Department

78666

S

FORM S-30 (REV. 10-69)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 4, 1973

SUBJECT: Steel Fabrication at Salt Lake City Woodburn-Hayesville Contract #7866

To: Mr. H. S. Coulter
Asst. State Highway Engineer
O F F I C E

Since fabrication got underway at Western Steel in Salt Lake City on the Woodburn-Hayesville structures, things have been going very smoothly. At least, we in this office haven't heard of any trouble.

I think it would be advisable for Ed Rief to pay them a visit to see how Utah Highway is coming with the inspection of this work. If you concur I will prepare a travel request.

9-5-73
Approved for Required Travel
H. S. Coulter
Asst. State Hwy. Engr.

cy Jenkins
cy Contr. File

John C. Jenkins

JOHN C. JENKINS
Engineer of Materials

JCJ:eb

cc: Walt Hart
C. O. Fredrickson
C. E. Payton
E. J. Rief

RECEIVED
SEP 4 1973
Office of
Assistant State Highway Engineer

7866

FORM S-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 28, 1973

TO C. W. Head, Admin. Services
Vince Gallagher, Office Engrg.
John Bond, Construction
John Herr, Finance

FROM V. E. Skogg, Controller
By: R. J. Hacek, Contract Acctg. Supv.

SUBJECT Contract 7866
Gordon H. Ball, Inc., Contractor

Attached are two letters and Treasurer's Receipt #872 advising us of receipt of Time Certificate of Deposit in the amount of $40,000.00 from Gordon H. Ball, Inc., in lieu of retainage on the above numbered contract.

A carbon copy of the original Treasurer's Receipt will be filed (in the Contract File) in the Administrative Services Office.

CRP:njc

Attachments

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 872

SAFEKEEPING RECEIPT

Received for Account of Gordon H. Ball Inc.
P.O. Box 897
Renton, Washington 98055

Date August 24, 1973

Address

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
State of Oregon, County of Deschutes Administrative School Dist. No. 1 Building Bonds. 6.75% Dated July 1, 1973 Due 7-1-75	17/24	8	5,000				40,000.00
							40,000.00

RECEIVED
AUG 28 1973
Contract Acctg.

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7066

Authority ORS 279.375

Countersigned by Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

August 27, 1973

Gordon H. Ball Inc.
P. O. Box 897
Rebton, Washington 98055

Gentlemen:

Enclosed please find Oregon State Treasury safekeeping Receipt number 872, dated August 24, 1973, $40,000.00 State of Oregon County of Deschutes School Dist, No. I Building Bonds, (6.75%) due July 1, 1975.

These bonds are in lieu of retainage on State Highway Contract No. 7866.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Marle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Commission attn: Dick Hacek

RECEIVED
AUG 28 1973
Contract Acctg.

COPY

CONTRACTORS DEVELOPERS

DONALD M. DRAKE COMPANY
1740 N. W. FLANDERS STREET • PORTLAND, OREGON 97209
INCORPORATED JANUARY 2, 1973

TELEPHONE (503) 226-3891

August 24, 1973

Oregon State Highway Division
Accounting Section
Highway Building
Salem, Oregon 97310

Gentlemen:

This is to confirm that I hand delivered today to the State Treasurer's office $40,000 principal amount of Deschutes County School District #1 6.75% general obligation municipal bonds. The State Treasurer will supply you with a copy of the official receipt today or tomorrow.

These securities were deposited for the account of Gordon H. Ball, Inc., in lieu of retention on State Contract 7866 for the Woodburn-Hayesville project.

Sincerely,

DONALD M. DRAKE COMPANY

Donald B. Kane
Vice President - Finance

DBK:cd

cc: Highway Division - Construction Section

Mr. C. E. Payton, Resident Bridge Engineer

Mr. Michael Pollak

RECEIVED
AUG 27 1973

RECEIVED
AUG 28 1973
Contract Acctg.

7866

Salem, Oregon

August 27, 1973

Mr. C. O. Fredrickson
Regional Engineer

E. S. Hunter
Assistant State Highway Engineer

Signing
Woodburn Interchange-Hayesville
Interchange Section
Contract No. 7866

The signing plans for the subject project were prepared shortly after the new National Manual was published. The new manual did not specify the plaque sizes to be used with various sizes of warning and control signs. Since that time, the new "Standard Highway Signs" book was published which specifies only one size of all plaques to 24" x 18".

In order to conform it will be necessary to delete the second "NEXT RIGHT" advance signs and to revise the "NEXT RIGHT" signs on the above named contract. This is accomplished by deleting signs 5, 6, 7, 16, 17, 19, 53, 54, 61, 62 and 87, and revising signs 4, 18 and 86.

Also to be revised are a few warning signs on Bridge Drawing No. 28874 to comply with the revised T.E.S. Drawing No. S-11, revised April, 1973.

All revisions listed above are shown on the attached revised sign plans. Please take the necessary action to accomplish the revisions shown. Also attached is a cost estimate for the proposed changes which shows a savings to the State of approximately $8,150.

Attachments
cc: F. B. Klaboe
A. E. Johnson
L. E. George
C. T. Keasey
Walt Hart
Jim Gix

ELS:pb jf

COLUMNAR TABULATION SHEET

Woodbury Intchgs. - Hagaesville Intchgs. Sections - Contract # 7866
Interstate Highway 5 Marion County

Estimated Changes In Quantities Due To Sign Revisions

Sign No.	Bid Item No.	Est. Chge. In Cu. Yds.	Bid Item No.	Est. Chge. In Lbs.	Bid Item No.	Est. Chge. In Sq. Ft.	Bid Item No.	Est. Chge. In Sq. Ft.
4	233	+0.698	234	+275.7	249	+36	—	—
5	—	—	—	—	249	-20	—	—
6	233	-1.512	234	-998.7	249	-143	250	-11.25
7	—	—	—	—	249	-20	—	—
16	233	-1.512	234	-922.1	249	-143	250	-11.25
17	—	—	—	—	249	-20	—	—
18	233	+0.698	234	+191.9	249	+36	—	—
19	—	—	—	—	249	-20	—	—
53	233	-1.512	234	-934.9	249	-100	—	—
54	—	—	—	—	249	-20	—	—
61	233	-1.396	234	-707.6	249	-68.75	—	—
62	—	—	—	—	249	-20	—	—
86	—	—	—	—	249	+17.5	—	—
87	—	—	—	—	249	-20	—	—
Plaques	—	—	—	—	—	—	250	-58
Totals	233	-4.536	234	-3095.7	249	-505.25	250	-80.50

Note: Changes in bid items No. 233, 244 and 255 are so small that they are not used in this estimate chages.

Bid Item 233 is Sign Support Footings
Bid Item 234 is Breakaway Sign Posts
Bid Item 249 is Type "A" & "B" Signs in Place
Bid Item 250 is Type "C" "D" & "R" Signs in Place

Woodburn Intchge. - Hazelville Intchge. Section
Pacific Hwy. - Marion County
Contract No. 7866

Estimated Savings Due to Sign Revisions

Bid Item 233 - Sign Support Footings
4.536 Cu. Yds. @ $168.22* / Co. Yd. $ 763.50

Bid Item 234 - Breakaway Sign Posts
3,098 lbs. @ $1.14* / lb. 3,531.72

Bid Item 249 - Type "A" & "B" Signs in Place
505 Sq. Ft. @ $7.00 / Sq. Ft. 3,535.00

Bid Item 250 - Type "C," "D" & "E" Signs in Place
80 Sq. Ft. @ $4.00 / Sq. Ft. 320.00

Total Estimated Savings $ 8,150.22

* Price determined by dividing bid item amounts by estimated quantities in the special provisions.

7866

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
SALEM OR 97308

7866

DATE: August 27, 1973

SUBJECT: FILE 47491
OREGON PROJECT I-5-5(380260
WOODBURN INTERCHANGE-HAYESVILLE INTERCHANGE SECTION

In reply refer to: 10-35-EC3

FROM : G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

TO : MR. F. B. KLABOE, ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

YOUR LETTER OF AUGUST 23, 1973 PROVIDED INFORMATION CONCERNING BIDS RECEIVED AT THE DEPARTMENT OF GENERAL SERVICES, STATE OF OREGON, BID OPENING OF AUGUST 22, 1973 FOR THE SUBJECT PARCEL.

I CONCUR IN THE AWARD OF CONTRACT TO TIMM CONSTRUCTION COMPANY, INC., IN THE AMOUNT OF $39,681.00 EFFECTIVE TODAY.

for G. L. GREEN.

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
AUG 30 '73
REFER TO
FOR
Info | Invest | P/D | D/R | Sign | Act | File

Orig - 8-30-73

7.8.6

S

FORM S-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 24, 1973

NOTED
H. S. COULTER

TO F. B. Klaboe
Administrator and
State Highway Engineer

RECEIVED
STATE HWY ENGR
SEP 17 73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

FROM L. E. George
Traffic Engineer

SUBJECT Restoration of Normal Speeds
I-5
North of Salem

NOTED
F. B. KLABOE
F.B.K.

Captain Williams has requested that contingent upon action by the construction contractor on I-5 north of Salem the matter of construction speeds be reviewed to determine if it might be possible to make adjustments in the temporary speed restrictions such that higher operating speeds may be restored if it is safe to do so.

The Oregon State Police Department feels that normal speeds should be restored in those areas where there is no construction activity and where this situation will remain throughout the winter.

I told Captain Williams that I would relay his request to you.

We agree with this. As soon as we know where areas of activity will be and which areas that can have normal speeds - Region will prepare a tabulation. —

RECEIVED
STATE HWY ENGR
AUG 27 73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
SEP 17 1973
Office of
Assistant State Highway Engineer

NOTED
A. E. JOHNSON

LEG:kw

7-17-73
REFER TO
Region 2 - C.O. Fredrickson
By Asst. State Hwy. Engr. TAA —

cy F.B.K
L.E.G

7866

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 23, 1973

Glen L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED
J. B. BOYD

J. B. Boyd
Right of Way Engineer

#7866

File 47491 – Hubbard Interchange – Hayesville Interchange
Pacific Highway, Marion County

Bids on the functional replacement of the house at the Chemawa Indian School were opened by the Department of General Services on August 22. The bids were three in number, ranging from a low of $38,900 to a high of $40,800. They are as follow:

Lloyd A. Weigel Construction, Inc.	$38,900
Timm Construction Company, Inc.	$39,661
Dalke Construction Company	$40,800

The construction estimate was $34,500. We believe the estimates appear to indicate the cost of this building even though the bids are approximately $5,000 in excess of the estimate. The low bidder, Lloyd A. Weigel Construction, Inc., was disqualified because of administrative rules of the Department of General Services that the bid cannot be in pencil. The reasons for the additional costs are as follows:

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STATE HWY ENGR
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FOR
Info | Invest | R/W | DIR | Sign | Act | File

1. Rising prices. All materials are rising rapidly, and the contractors in this case must protect themselves against unforeseen costs.

2. Technical requirements. The estimate was based on normal house construction in Salem, and obviously the contractors have placed a value on the

via T.D. 7NS

minimum wage requirements, the necessity for 100 percent bonding, the paper work of government work, and the certification of payrolls.

3. Inspection. Two agencies are required to inspect this work, and even though the contractor is completely responsible it is apparent that additional costs are involved to him for this inspection procedure.

4. Time. In order to satisfy the requirements of the Bureau of Indian Affairs the house must be completed within 120 days which causes the contractor to expedite his operations.

I believe that the award should be made to Timm Construction Company, Inc. as the low bidder on this project. Please notify us of your approval as soon as possible so that the award can be made.

JBB:JP
cc F. B. Klaboe
A. E. Johnson
C. O. Fredrickson
Rod J. Henry
Joe Deutsch

7866 — 5

1

August 15, 1973

airmail

The Honorable Mark O. Hatfield
United States Senator
463 Old Senate Office Building
Washington, D.C. 20510

7866

Dear Senator:

The lighting which is being installed between the Woodburn Interchange and the Hayesville Interchange on Interstate 5 is for the purpose of providing illumination for the safety of the public during the construction of this project. The use of this lighting will be similar to that currently being used between the Hubbard Interchange and the Woodburn Interchange. It is temporary and is to be removed at the completion of the project.

The construction of these two projects is extremely difficult due to the necessity of handling and providing for the high density of traffic. During both of these projects, it will be necessary to shift traffic from one side to another and during most of the life of both contracts, there will be sharp or abrupt edges of concrete adjacent to the lanes of traffic.

We believe elimination of the lighting provisions would create an accident potential which could not be tolerated. The use of the lights has contributed greatly to highway safety during the performance of these activities so far, and we feel that their use is amply justified.

If I can be of any further assistance, please advise.

Sincerely,

George M. Baldwin
Director of Transportation

bc: F. B. Klaboe
A. E. Johnson
M. S. Coulter

AEJ:ja FBK:srb :lr

JOHN L. MC CLELLAN, ARK., CHAIRMAN
WARREN G. MAGNUSON, WASH.
JOHN C. STENNIS, MISS.
JOHN O. PASTORE, R.I.
ALAN BIBLE, NEV.
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JOSEPH M. MONTOYA, N. MEX.
DANIEL K. INOUYE, HAWAII
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HENRY BELLMON, OKLA.
THOMAS J. SCOTT, CHIEF CLERK
JAMES R. CALLOWAY, COUNSEL

United States Senate

COMMITTEE ON APPROPRIATIONS
WASHINGTON, D.C. 20510

July 25, 1973

Mr. George M. Baldwin
Administrator of Highways
Oregon Department of Transportation
307 Highway Building
Salem, Oregon 97310

Dear George:

Recently, I have received letters from Oregon concerning the lighting system for the Portland-Salem stretch of Interstate 5. The lighting is criticized as excessive in this new era of energy shortages.

Would you please apprise me of the details of this lighting system so that I may better answer my constituents on this subject.

As you know, I am greatly concerned with energy use and conservation. Enclosed is a copy of my recent analysis of the current U.S. energy situation which you may find of interest.

Thank you for your attention to this matter.

Kindest personal regards.

Sincerely,

Mark O. Hatfield
United States Senator

MOH:shj
Enclosure

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STATE HWY ENGR
JUL 30 73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

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JUL 30 1973
OFFICE OF
DIRECTOR of TRANSPORTATION

7866

Files

CLEM H. CHURCH
CHAIRMAN
RONALD A. FERNLEY
SECRETARY

COMMISSION MEMBERS
CLEM H. CHURCH
R. LAVAUN COX
ROSS H. PLANT
WAYNE S. WINTERS
SAMUEL J. TAYLOR

STATE ROAD COMMISSION OF UTAH
612-D STATE OFFICE BUILDING
SALT LAKE CITY, UTAH 84114

August 13, 1973

MISC. CONTRACTS and AGREEMENTS No. 7786

C. W. Head, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Mr. Head:

Attached for your information and permanent file is one conformed copy of an agreement which covers structural steel inspection for the Woodburn-Hayesville Section of the Pacific Highway - Contract No. 7866.

Very truly yours,

Ronald A. Fernley
Commission Secretary

Attachment

8-16-73
Copies to
Walt Hart
John Jenkins
Fran

RECEIVED
AUG 16 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED
C. W. HEAD

"safe today – alive tomorrow

7816

NOTED
U.S. COULTER

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

July 25, 1973

Lowery's Greenhouses
2695 Chemawa Road N.E.
Salem, Oregon 97303

ATTENTION: G.R. Lowery, Vice President
Inez Lowery, Secretary

#7816

Gentlemen:

Subject: Damages to Lowery's Greenhouses
Woodburn Interchange-Hayesville Section
Pacific Interstate Highway

In response to your July 2, 1973 letter about damages to your Greenhouses due to Highway construction, another review has been made with our Legal Councel. This was promised in our July 9, 1973 reply.

Assistant Attorney General, Jack L. Sollis by June 25, 1973 letter answered the questions posed by your Attorney, Cash R. Perrine's June 5, 1973 letter.

Mr. Sollis reminds us not to allow your access to be unreasonably restricted during construction. We believe reasonable access has been provided.

We've also instructed our Resident Engineer, E. J. Hall to arrange for Water Wagon's on Chemawa Road in front of your business and elsewhere as needed during the actual construction activities.

I realize this is not all you expected in the way of a reply. But it does cover the basics as we know them.

Yours very truly,

ORIGINAL SIGNED BY GERALD WIMER

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/elk
cc: Jack Sollis
H. S. Coulter
C. T. Keasey
Ed Hall

RECEIVED
JUL 27 1973
Office of
Assistant State Highway Engineer

624-1089

Form A-103 (Rev. 8-70)

STATE COPY

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 7866

APPLYING TO CONTRACT PROJECTS

Order No. 7

Section Woodburn Inter. - Hayesville Inter. Date July 20, 1973

Highway Pacific F.A.P. No. I-5-5(36)260

County Marion Prefix 624-1089 Account No. 252-07

Description of Work To Be Done:

REPAIR A.C. PAVEMENT SURFACE

APPROVED EFFECTIVE DATE 7-20-73
Contingent upon modification of pro- agreement if additional funds are

D. K. Hanna
Assistant
8-13-73

Location by Station Numbers: ENTIRE PROJECT

Estimate of Quantities and Costs:

Material	$18,000
Labor	7,500
Equip. Rental	4,500
Total:	$30,000

Explanation: Necessary to repair travel lanes, as it is estimated that traffic will be using the existing surfacing for 12-18 months or longer. The contractor cannot do this work at this time because of the strike, so it is planned that it be performed by State forces now while the weather is suitable for good work. (over)

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$23,556,632	
Present estimate of project cost, including $30,000 for work under this order	$23,556,632	
Expected under-run / over-run (amount)	$0	
Expected under-run / over-run (per cent)	0	

Submitted by: E. J. Hall, Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: Construction Engineer

SP*72-00-704

The paving done at this time will ultimately reduce the amount of A.C. pavement leveling required under the contract.

Routing
Keasey
Bond
Jackmond
Hardt
Johnsen
Walker
RECEIVED
JUL 25 1973
CONSTRUCTION SECTION
Peese
Glenn
Berg

7866

5

Files

Gordon H. Ball, Inc.

7-23-73
Copies to:
Finance (2)
Bridge
Constr.
Regions 1 and 2
Office Engr.

July 20, 1973

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Subject: Routing of Correspondence

Dear Mr. Query:

Some delays have been experienced recently by our I-5 Woodburn to Hayesville project, Contract 7866, when correspondence was directed to our Danville, California home office.

Please direct all notifications, contracts, Contract Payment Vouchers and Warrants to this Northwest Division Office in Renton, Washington.

Correspondence relating to our jobs at either Woodburn-Salem, or Gladstone-S. E. Causey, Contract 7660, should be directed to the Project Managers at their field offices as indicated below:

Contract 7866

Mr. Emil J. Sederstrom, Proj.Mgr.
GORDON H. BALL, INC.
P. O. Box 513
Salem, Oregon 97308

Contract 7660

Mr. J. Farrell, Proj. Mgr.
GORDON H. BALL, INC.
P. O. Box 151
Oregon City, Oregon 97045

No correspondence should be sent to Danville, California.

Very truly yours,

GORDON H. BALL, INC.

E. R. Ferguson
Vice President

mls

NOTED
C. H. HEAD

RECEIVED
JUL 23 1973
HIGHWAY
ADMINISTRATIVE SERVICES

A DILLINGHAM COMPANY
BOX 897 RENTON WASHINGTON 98055 TELEPHONE (206) 228-6480

C 7866

LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

[illegible]
U. S. OSULSR

July 18, 1973

7866

Mr. C. O. Fredrickson
Regional Engineer
State Highway Building
Salem, Oregon

Re: Damages to Lowery's Greenhouses

Dear Mr. Fredrickson:

In reply to your inquiry of July 9, 1973, concerning damage to Lowery's Greenhouses I have the following to offer.

Any damages to Mr. Lowery's property or his shrubs etc., caused by dust from the construction job are of course the responsibility of the contractor and would have to be handled by him.

As regards the restriction of access to their property during construction this again is basically the responsibility of the contractor, however, the state does have the responsibility of seeing that the contractor provides the reasonable access to affected parties during a period of construction. If the state stands by and watches the contractor cut off somebody's access and does nothing about it, then there is a probability that they might have some liability because of the loss of access and consequently loss of business to a commercial establishment.

While an establishment is not entitled to compensation for loss of business due to inconvenience during construction, they would be entitled to damages in my opinion if they were completely cut off or if the contractor restricted their access unreasonably or provided access by such a circuitous or difficult manner that it would be impossible for people to get in and do business with them.

While providing accesses to properties affected by construction is of course a matter of judgment, I believe it is necessary that the Highway Division have sufficient documenation to show that in the

RECEIVED
JUL 19 1973
Office of
Assistant State Highway Engineer

instant case the obstruction of their property as regards to access was not excessive or unduly inconvenient to the point where it might be compensable.

Sincerely,

Jack L. Sellis
Assistant Attorney General

hcm

cc: R. S. Coulter
C. T. Keasey

7866

Salem, Oregon
July 16, 1973

Mr. J. B. Boyd
Right of Way Engineer

Agenda Item 2t
July 10 Commission meeting

7/10/73
2t

#7866

MISC. CONTRACTS and AGREEMENTS No. 43585

Attached for further handling are two fully executed copies of a Memorandum of Agreement with the Bureau of Indian Affairs for 3.7 acres of land for reconstruction of the Woodburn-Hayesville Section on I-5 in Marion County.

We have retained a fully executed copy of this agreement for the Commission's files.

C. V. Head, Manager
ADMINISTRATIVE SERVICES

fkn
Att.

78606 files

United States Department of the Interior

BONNEVILLE POWER ADMINISTRATION
P.O. Box 3621, PORTLAND, OREGON 97208

In reply refer to: EL-12
Contract No. 14-03-39654

July 10, 1973

1466

Your reference:
Woodburn Interchange
Hayesville Interchange
Section, Pacific Highway
I-5-5(36)260

Mr. C. W. Head
Secretary
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

MISC. CONTRACTS and AGREEMENTS No. 47758

Dear Mr. Head:

The Trust Agreement covering modification of our transmission facilities for the subject highway project, forwarded with your letter of June 20, has been signed for the Administration and one fully executed copy is enclosed.

State Warrant in the amount of $62,900 was also received.

Sincerely,

Thomas Kornelis

Thomas Kornelis
Chief, Branch of Land

1 Enclosure
Trust Agreement

Copies of letter & agreement to Jess Jones & Jack Cartwright

RECEIVED
JUL 12 1973
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

7866

5

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 9, 1973

TO Jack Sollis

ORIGINAL SIGNED BY C. O. FREDRICKSON

FROM For C. O. Fredrickson
REGIONAL ENGINEER

SUBJECT Damages - Lowery's Greenhouses

#-7866

We are enclosing a letter dated July 2, 1973 from Lowery's Greenhouses on Chemawa Road. In this letter they discuss damage to their plantings and refer to conversations with Mr. Ross and Mr. Morrison of Ed Hall's crew, Mr. Sederstrom or Ball Construction Company.

They have stated that they feel they are entitled to a reasonable settlement of $5,000 plus expenses. Please investigate this matter and advise this office of the legal implications.

COF:lb

cc: Ed Hall
H. S. Coulter
C. T. Keasey

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JUL 11 1973
Office of
Assistant State Highway Engineer

624-1089

WHOLESALERS OF RHODODENDRONS — AZALEAS — CAMELLIAS — HEATHERS

Salem, Oregon
~~EM 4-2547~~ 3934493

2695 CHEMAWA ROAD, NE.

LOWERY'S GREENHOUSES
Rhododendron Nursery

SPECIALISTS IN BEDDING PLANTS
GERANIUMS — FUCHSIAS

REGION 2 ENGINEER
RECEIVED
JUL 3 1973
ER | RCE | RAE | RTE | ROE
DLE | GEO | TA | FILE

July 2 - 1973

Ball Construction Co
Oregon State Highway attn C. O Fredrickson

Gentlemen:

We own and operate large greenhouses and retail yard at 2695 Chemawa rd N.E. Salem. In twenty years of business here, we have built up a large trade in our spring plants. During the month of May, 1973 we have experienced excessive damage and loss of trade, due to the construction on Chemawa road. Thick dust has damaged our plants, hazardous road conditions have made it nearly impossible at times, to even get into our driveway.

We have talked to Mr. Ross and Mr. Monson of State Highway Dept, and Mr. Sederstrom of Ball Const. Co. All three visited our greenhouses and were made aware of the damage and inconvenience to our business.

We feel that a reasonable settlement of five thousand dollars ($5000.00) plus expenses is due us, to compensate for loss of trade, dust damage and other factors, to our crop. Thank you for your attention, and we await your immediate reply.

JUL 3 - 1973

Ing Lowery sec.
H. R Lowery vice pres.

7866

70

June 28, 1973

Mr. Sam H. Haley, Director
Department of Transportation
307 Highway Building
Salem, OR 97310

Dear Mr. Haley:

7866

The lighting which is being installed between the Woodburn Interchange and the Hayesville Interchange on Interstate Highway 5 is for the purpose of providing illumination for the safety of the public during the construction of this project. The use of this lighting will be similar to that currently being used between the Hubbard Interchange and the Woodburn Interchange. It is temporary and is to be removed at the completion of the project.

The construction of these two projects is extremely difficult due to the necessity of handling and providing for the high density of traffic. During both of these projects, it will be necessary to shift traffic from one side to another and during most of the life of both contracts, there will be sharp or abrupt edges of concrete adjacent to the lanes of traffic.

We believe elimination of the lighting provisions would create an accident potential which could not be tolerated. The use of the lights has contributed greatly to highway safety during the performance of these activities so far, and we feel that their use is amply justified.

Sincerely,

George H. Baldwin
Administrator of Highways

cc F. B. Klaboe
A. E. Johnson
H. S. Coulter
C. T. Keasey
C. O. Fredrickson

RegionII AEJ:ja fa

STATE OF OREGON
Department of Transportation

INTEROFFICE MEMO

TO: George Baldwin

DATE: June 18, 1973

FROM: Sam Haley SH

SUBJECT: Governor's Office Communications - Monday, June 18

Two items are passed along for your attention and appropriate action:

(1) An Appraisal Report prepared by Mr. John Holmes of Medford, dated April 19, 1973. This report was in my box in the Governor's office and has the name "Geo. Baldwin" written on the cover. I assume it should go to you or to someone in the Highway Division. If this assumption is incorrect, please let me know so I can transmit the report to the proper person.

Contacted to Melvin Mead

(2) At staff meeting today, in the course of discussing the energy supply problem and steps which the state might properly take with respect thereto, the Governor asked, "Why are apparently permanent light fixtures being installed along I-5, for example, when we face a period of projected electric energy shortage?" When the Governor ascertained no one from the Highway Division was present, he asked me to secure an explanation. Would you please communicate with him about this? I observed at the time that I suspected the rationale was highway safety. Others present commented that lighting along construction projects was probably for safety, but they do not know why permanent lighting was being installed.

Called Leah

js
Attachment

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STATE HWY ENGR
JUN 18 73
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Coulter
FOR
Info | Invest | R/D | C/R | Sign | Act | File
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JUN 19 1973
Office of
Assistant State Highway Engineer

81-125-1387

m A-105 (Rev. 8-70)

STATE COPY

G-1P

OREGON STATE HIGHWAY DIVISION

STATE FORCES NOT INVOLVED

Order for State Force Work

Contract No. 7856

APPLYING TO CONTRACT PROJECTS

Order No. 7-13 736

Section Woodburn Inter. - Hayesville Inter. Date June 21, 1973, 19

Highway Pacific F.A.P. No. I-5-5(36)260

County Marion Prefix 624-1089 Account No. 279-0106

Description of Work To Be Done:

DUST CONTROL

Location by Station Numbers:

Ridge Road between Chemawa Road and Austin Borrow Source

Estimate of Quantities and Costs:

PS300	Oil Shot	$300.00
1/4"-0	Aggregate	100.00
	Total:	$400.00

Explanation: Contractor maintained and watered this section of gravel surfaced haul road during hauling operations , but now project is shutdown by strike and no maintenance is being done.

(continued on other side)

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $ 23,556,632.00

Present estimate of project cost, including $ 400.00 for work under this order $ 23,556,632.00

Expected under-run / over-run (amount) . . . . . $ 0

Expected under-run / over-run (per cent) 0

Space to right of this line is for use of Salem Office

Submitted by: E. J. Hall, Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: Construction Engineer

SP*72830-734

Road is fouled with dirt and traffic is creating a serious dust problem for abutting property owners. Dust control work will be done only in front of areas occupied by homes. Several of the property owners had sections of the road oiled in front of their homes prior to the contractors operations, so this work is basically restoration. A local vendor is set up to do this type of work and State Forces will not be involved.

Routing
Keesey
Bond
Jackmond
Hardi
Johnson
Walker
RECEIVED
JUN 25 1973
CONSTRUCTION SECTION
Pease
Glenn
Berg

7866

FORM S-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 20, 1973

TO Memorandum to the File

FROM Robert J. Wright
Office Engineer

SUBJECT Revised Paint Specifications
Uxing of Gervais Rd.
Woodburn-Hayesville Intch.
Contract 7866

The original paint specifications for the subject project were revised June 12, 1973, and sent to the field for the processing of a price agreement. In the revised specifications the original special provisions were deleted. It is now apparent that part of the paint specifications outlined in revision letter No. 1 dated February 6, 1973, should also be included in the June 12, 1973, revision. The items to be included in the revised specifications are as follows:

"Location of Work - All paint, except the second finish coat, shall be applied prior to erection.

No painting or cleaning of steel will be allowed directly over traffic. Two lanes of traffic in each direction shall be carried through the work at all times in conformance to the provisions of sub-section 107.27."

The Resident Engineer was advised of the above change by telephone on June 19, 1973.

RJW:lp

cc C. O. Fredrickson
C. T. Keasey
John Jenkins
C. E. Payton
H. S. Coulter
E. S. Hunter

RECEIVED
JUN 26 1973
Office of
Assistant State Highway Engineer

T 8266

FORM S-59 (REV. 10-68)

Routing: Keasey, Jackmond, Hardt, Johnsen, Walker, Peese, Glenn, Berg

RECEIVED
JUN 15 1973
CONSTRUCTION SECTION

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 11, 1973

15,

SUBJECT: Request for Mobile Radios on Construction Projects Woodburn-Hayesville Interchange and S. Tigard Int.-E. Portland Freeway Interchange Sections

T 7866

To: H. S. Coulter
Assistant State Highway Engineer

FROM: C. T. Keasey
Construction Engineer

NOTED
H. S. COULTER

Attached for your further information are additional reports from Regions I and II on their requests for mobile radios for use on the two subject projects.

Both Regions have investigated the feasibility and cost of mobile phones, and the use of "winter assignment" radios, and both still recommend the two-way mobile radios on our own channels.

8-14-73
ajo Maint
Rg 1
Rdg. 2
Constr.

As for cost savings on the radios now in use on the Hubbard Interchange-Woodburn Interchange project, a discussion of this was presented in Warren Mueller's letter of April 24, previously submitted. There seems to be no good way to put a dollar value on the savings, but it would appear to well outweigh the cost.

Your approval of these additional installations is again recommended.

Approved 4 radios for Woodburn-Hayesville and 4 for I-205 - South Tigard
H. S. Coulter
ASST. STATE HWY. ENGR.

Work out details w/ Maint. - WJC

RECEIVED
JUN 11 1973
Office of Assistant State Highway Engineer

CTK:fw
Enc.
cc L. W. Rulien
C. O. Fredrickson

Coull
If each Job could have only 2 or 3, or 4 units - What is your recommended assignment?
Scott

RECEIVED
JUN 15 1973
Office of Assistant State Highway Engineer

6-15-72
Scott - My priority would be as follows on both projects:
1 Principal Resident Engineer
2 Resident Bridge Engineer
3 Asst Res. Engr (Grading)
4 Asst Res. Engr (Bridge)
5 Asst Res. Engr (Grading)

FORM 8-80X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE June 5, 1973

TO C. T. KEASEY
Construction Engineer

FROM L. W. RULIEN
Regional Engineer

Bouton
Bond
Jacmond
Hurst
Johnson
Walker
Peace
Glenn
Berg

RECEIVED
JUN 6 1973
CONSTRUCTION SECTION

SUBJECT Request for Radios on Construction Projects

The following information is in response to your letter requesting a study of the possibility of alternate methods of communication for construction crews.

1. (a) The initial cost of installing winter-use radios would be approximately $100 per unit. This is due to having to purchase new wiring harness for installation in the construction vehicles. Surplus radios which are available would cost approximately one-half of this amount.

   (b) The radio vehicles are transferred to the paving crews for the summer season.

   (c) The construction crews would probably need the radios on a year-round basis.

2. Cost of mobile phones estimated from information received from Pacific Northwest Bell Company.

   $85 installation charge
   $38 monthly charge for one-channel
   $ 3/month each additional channel

They recommend at least two channels.
Ten 3-minute calls per month included in monthly charge.
Additional charge of 10¢/minute over 3 minutes.
Additional charge of 30¢/call over 10 calls. A conservative estimate is 5 calls per unit per day, or 100 calls per month per unit.

Estimated cost per unit:

$38	service charge
3	additional channel
$41	
27	90x30¢ additional calls
$68/month/unit	

After consideration of these facts, it is our opinion that neither of the alternatives is satisfactory from the standpoint of cost or service.

Region 1, therefore, requests installation of mobile radios plus a base station as originally proposed.

CTF/cr

FORM 8.30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 4, 1973

TO C. T. Keasey
CONSTRUCTION ENGINEER

FROM Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

SUBJECT Radio Communications
Woodburn Int.-Hayesville Sec.

Routing: Keasey, Bond, Jackmond, Hardt, Johnson, Walker, Fozzo, Glenn, Berg

RECEIVED
JUN 7 1973
CONSTRUCTION SECTION

My May 7, 1973 letter requesting mobile radio units for use by Resident Engineer E. J. Hall's crew on the Woodburn Int.-Hayesville Section may be modified as follows:

Assignment	Mobile Units Requested	
	Previous	Present
Resident Engineers	2	2
Asst. Resident Engineers	4	3
Accident Investigator	1	1
Chief of Parties	1	0
Total	8	6

Mr. Hall's attached May 25, 1973 letter indicates four of the previously requested eight units could be seasonal from maintenance crews. However, the period of availability from maintenance is too short and the need for these mobiles too important on practically a continuous period that the mobiles requested should be on a year-round basis. Besides, maintenance is phasing out the 50 watters requested.

As to the possible utilization of mobile phones, Mr. Hall had researched this by the attached February 26, 1973 letter which was sent to you by this office March 6, 1973. Mobile telephones are both too costly and the channels too loaded.

You are again urged for early approval of the six mobile radio units presently recommended by this office with "B" and "D" crystals and a base station.

GW/jc

Attach.

cc: Ed Hall

624-1089

REGION 2 ENGINEER
RECEIVED
MAY 25 1973
RE RCE RME RTE ROE
ULE GEO TA FILE

FORM S.30 DMS 5-63 SP-5470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 25, 1973

To: C. O. Fredrickson
Regional Engineer

Attn: G.W. Wimer
Regional Construction Engineer

SUBJECT: Report on 2-Way Radios or Mobile Telephones
Woodburn Inter. - Hayesville Inter. Project

From: E. J. Hall
Resident Engineer

by: Gary Ross
Gary Ross
Assistant Resident Engineer

In response to your request to investigate Mr. C.T. Keasey's request the radios on construction projects, please find enclosed a copy of a letter by Ed Hall, dated Febuary 26, 1973, that covers Mobile Phones.

As far as the use of winter assignment radios, the cost of transfering these eight (8) radios two times a year is as follows:

1 Man day to change a unit at $54.00 per day
8 Radios for 8 days, two times a year or a total of
16 man days = $864.00 per year.
For the three year project cost = $2;592.00

We also plan to use D channel which would require a crystal change each time = 1 man hour per radio at $6.00 per hour or $288.00 for the project.

The total cost of using seasonal radios above the permanent installation is: $2,880.00, less initial installation and final removal of 8 man days for $432.00 = $2,448.00.

The limitations of seasonal use is that any construction season may run from 1 April to 1 November and Maintenance said they would make radios available from May 15 to September 15. Three of the radios are for the Bridge crew and they could work all year. Since Ed Hall is the project engineer he should also have year around contact. That leaves four radios that could be seasonal.

It may be noted that by Ed Halls estimate on the cost of a radio for a three year period, we could buy three new radios for what this switching would cost.

FORM S-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 18, 1973

To: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Request for Radios
S. Tigard Interchge.-I-205 Section
Pacific Highway (I-5)

FROM: C. T. Keasey
Construction Engineer

Attached is a request from Region Engineer L. W. Rulien for assignment of six mobile units and a base station unit to be assigned to Resident Engineer Maury Payne on the subject project which is currently advertised for letting June 7.

Although this section is considerably shorter than the other two sections on I-5 on which radios have either been assigned or are being considered, the traffic handling problems are increased, partly due to the greater traffic volume (38,000 ADT vs. 26,000 ADT) and the necessity for keeping all the interchanges open and in good condition throughout the life of the project.

I recommend that this request be approved.

CTK:fw
Enc.
cc L. W. Rulien

RECEIVED
MAY 21 1973
Office of
Assistant State Highway Engineer

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1973

SUBJECT: Request for Radios
Woodburn-Hayesville Interchange

To: H. S. Coulter
Asst. State Highway Engineer

B U I L D I N G

By a note dated May 15, 1973 you asked me to investigate the possible conflict in radio usage caused by the assignment of radios to engineering crews on the Woodburn-Hayesville Interchange construction project.

I have discussed the matter with F. T. Lacey, District Engineer, and Charlie Johnson, Chief Radio Engineer, and both individuals agree that although there will be additional radio usage involved, such usage will be for the most part limited to the summer season when maintenance usage is normally at a minimum.

It appears there is no reason to limit radio usage for engineering personnel as far as overloading the airways is concerned.

D. H. Moehring
Maintenance Engineer

DHM:mlp

RECEIVED
MAY 18 1973
Office of
Assistant State Highway Engineer

FORM S-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE May 15, 1973

TO C. T. KEASEY
Construction Engineer

FROM L. W. RULIEN
Regional Engineer

SUBJECT Review of Radio Needs
S. Tigard Interchange - I-205 Section
Pacific Highway

1DT-38.100

In March you suggested that we bring up the matter of radios for our engineering personnel who will handle the subject project at a time closer to the need. This project has now been advertised and it is my understanding that two on-going projects in Region 2 have been allotted radios and that those radios have been beneficial. I am sure that if the warrants exist on these other jobs, that the same logic could be applied to this one.

We would very much appreciate an installation of a base station in the resident engineer's office, which incidentally is shared by both the grading and bridge residents, and we would also appreciate the allottment of six mobile units. Will you please review and advise.

LWR/cr
cc D. H. Moehring
Howard Harris
Maury Payne

Routing
Keasey
Bond
Jackmond
Hardt
Johnson
Waller
Pease
Glenn
Berg

RECEIVED
MAY 16 1973
CONSTRUCTION SECTION

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 11, 1973

SUBJECT: Request for Radios
Woodburn-Hayesville Interchange

To: H. S. Coulter
Assistant State Highway Engineer

FROM: C. T. Keasey
Construction Engineer

Attached is a request from Region II for installation of seven mobile radio units and a base station for use on the Woodburn-Hayesville Interchange project.

The use of similar type units on the Hubbard Interchange-Woodburn Section has proved to be very helpful without undue interference with maintenance communications.

In the interests of safety and economy of operation, I would recommend that the units be installed as requested.

CTK:fw
Enc.
cc G. W. Wimer

RECEIVED
MAY 14 1973
Office of
Assistant State Highway Engineer

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 7, 1973

TO C. T. Keasey
CONSTRUCTION ENGINEER

FROM G. W. Wimer
REGIONAL CONSTRUCTION ENGINEER

Routing: Keasey, Bond, Jackmond, Hardt, Johnsen, Walker, Pease, Glenn, Berg

RECEIVED MAY 9 1973 CONSTRUCTION SECTION

SUBJECT Radio Communications
Woodburn Interchange
Hayesville

On March 6, 1973 this office recommended five Mobile radios be assigned to the Woodburn Interchange-Hayesville Project. You concurred March 12th but subsequently withheld the final assignment pending review of the utilization on the Hubbard Interchange - Woodburn Project.

Attached is an April 24, 1973 report from Resident Engineer, James E. Chaney defining that utilization. Also attached is an April 23, 1973 letter from Resident Engineer, E. J. Hall's office stressing that need and requesting seven Mobile Units as well as one Base Station. Subsequently another Assistant Resident Engineer has been assigned to that project which would increase the overall needs to eight.

There are six very distinct reasons for this assignment:

1) LOST TIME - Time spent trying to contact another person on this lengthy project could quickly pay for this equipment.
2) SIGNING CORRECTION - A sign change is needed, it is needed immediately and to have this capability, we need the instant communications of mobile radios.
3) ACCIDENT ASSISTANCE - Whenever there is an accident we should be immediately prepared to assist and/or take defensive measures.
4) ACCIDENT INVESTIGATIONS - The earlier the investigation is commenced, the more complete and positive the information we will be able to report. The investigation would be second priority after providing assistance at the accident scene.
5) STAKING NEEDS - Even with all the preplanning that is going on this project, there will be day-to-day immediate needs that can only be handled through the chief party who should be within radio contact.

6) BETTER CONTROL OF CONTRACTOR - When a contractor has radio communications, as most all of them do nowadays, we will not be able to keep on top of his operations unless we have equal capabilities.

Radio Engineer, Charlie Johnson has five old 50 watt Mobiles reserved for this installation and thinks he can find a Base Station. He wants to complete this installation by June 15th before the new equipment comes in. He should be instructed to proceed.

He should also be instructed to convert both Mr. Chaney's and Mr. Hall's radio equipment to "B" and "D" capabilities. We would then have both crews utilize the "D" channel until they needed to contact Region or Maintenance personnel. The present Salem Base Station cannot be converted to the "D" channel. However, we are in the process of requesting 4-channel equipment for the Regional Office Mobile Radios. The new crystals will cost about $16.00 each and should be charged to the construction prefix. It will take about six weeks to order.

GWW/de

cc: E. J. Hall

FORM S-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Woodburn, Oregon 97071

REGION 2 ENGINEER
RECEIVED
APR 25 1973
RE | RCE | RME | RTE | ROE
ULE | GEO | TA | FILE

DATE April 24, 1973

TO Mr. C. O. Fredrickson
Regional Engineer

FROM James E. Chaney
Resident Engineer
By Warren E. Mueller, Resident Bridge Engineer

SUBJECT Hubbard Interchange-Woodburn Interchange
Contract 7693
Mobile Radio Usage Since Their Installation

Mr. Wimer has asked for a review of the mobile radio usage since their installation.

Four mobile sets were installed with various usage. B-22, James Chaney, has been sick so his car has not had as good a record kept on it as some of the others. It was used by Bill Beal at various times and has been very valuable to us to have contact with our inspector, especially on the extensive breakup of the northbound traffic lanes and their patching operations. The mobile radios also made possible the immediate reporting of traffic accidents, which allowed for quick response by police and maintenance crews. The monetary value of these calls cannot be established. The quick response of the police and the subsequent traffic handling saved motorists many hours of delay. This alone is worth many times the cost of the installation of the radios.

Radio B-22, installed 3/20/73, was used 16 times to 4/12/73. Radio B-23, installed 3/29/73, was used 19 times to 4/12/73. Radio B-24, installed 3/21/73, was used 14 times to 4/12/73. Radio B-25, installed 3/22/73, was used 19 times to 4/12/73. The Base Station 211-KOG503 was installed 4/10/73 and was used 6 times to 4/12/73. This Base Station is old and makes considerable noise at times. Its range, due to the low mounting height of the antenna, is limited but is adequate for the job.

The value of the radio in being able to locate people is beyond estimation. Without the radio you can see a person going one direction while you are going the other. An attempt to catch this person or find them can and does lead to several hours of lost time per day.

In conclusion, I believe the radios in our construction vehicles have more than paid for the cost of their installation in time saved the public and in the prompt reporting of the accidents which occurred in the first 3 weeks.

The saving of our time in locating personnel cannot be estimated, but it is enormous. The use of the units has not been extensive and did not interfere with maintenance crews.

In the future, if the number of construction units should increase, I would recommend the addition of a separate channel with the provision for switching to the regular region channel. I would also recommend installing a mobile unit for a base station instead of a regular base station.

FORM S.00 000 5-00 SP°0470-724

REGION 2 ENGINEER
RECEIVED
APR 27 1973
RE | RCE | RME | RTE | ROE
ULE | GEO | TA | FILE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April, 23, 1973

SUBJECT: Two way radios in cars

To: Mr. C. O. Fredrickson
Region Engineer
Region 2
Salem, Oregon

Attention Mr. Gerald Wimer, Region Construction Engineer,

A few months ago our office requested 2 way radios for some of our vehicles. At that time it was decided to place radios in the cars of Jim Chaney and his crew. Since that time these radios have been in use and in talking to them I find they can see the savings. The report of those savings as best as they could determine is included. Due to the time being as short as it was I'm sure there will be further savings as time goes by.

We are once more requesting 2 way radios for members of our crew. We would like to add some comments to this request in support of and in addition to our original request.

We have a man on our crew who has the responsibility of investigating all accidents on our job. He also has inspection of temporary protective and direction measures for traffic, which is a major item in our contract. When this man is on the job a radio would provide a way of contacting him to move him to an accident as close to the time of occurrence as possible. We feel its a must that this man has a radio.

In talking to Warren Mueller, it seems that the radios have been a help to the supervisors but there was a need for at least one more, for the Chief of survey parties. In the brief time that our job has been underway it is obvious that to find a man on a freeway project 13.3 miles long with 3 exits and many back roads is at times a half to a day effort. At this point we are'nt underway so the delay is'nt costing us, however soon that type of delay may come to be dollars. These two extra radios could be used by other persons as well, when the need comes up.

We feel that a base unit is needed in our office. This would let the office contact the field as well as vice versa. We don't think a base station as large as Jim Chaney's would be needed if a smaller one would allow contact. This unit would also let us police the traffic on the air, so that no one on the crew would use the unit indiscriminatly.

Our total request would consist of the following: 7 radios

1 Ed Hall
2 Ed Payton
3 Gary Ross
4 Ron Busey
5 Jim Valentine
6 Chief of parties
7 Accident Investigator

We would appreciate consideration of this request at your earliest convenience.

Ed Hall
Resident Enigneer

Gary L Ross

By Gary Ross
Ass't Resident Enigneer.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 26, 1973

SUBJECT: Report on Mobile Telephones

To: Mr. C.O. Fredrickson
Regional Engineer
EAST SALEM HWY BUILDING

Att: G. W. Wimer
Reg. Const. Engineer

Pursuant to your request, I checked into the use of mobile telephones as an alternate to the use of mobile radios in some of our vehicles on the Woodburn Inter.-Hayesville project.

Salem area has 2 channel mobile telephones, generally covering the area from Albany to Wilsonville. Due to the present load on the system, approximately 143 mobile phones, they recommend installation of 2 channels. Costs are as follows:

Installation	= $85.00
Monthly rental, 1 channel	= 38.00
" , 2 channel	= 41.00
Horn relay, monthly rental (Car horn sounds when called)	= 0.90

Monthly rental rate includes 30 minutes of calling time, however; each call placed from the mobile is charged a full three minutes even if time is less, so the first ten - three minute calls are included in the rent. All additional calls within the 20 mile coverage are $0.30 each. Calls placed from an office phone to the mobile also are charged $0.30. Minimum rental time is one month and parts of months are pro-rated.

Main advantages - mobile to mobile contact plus regular phone service in 20 mile area from Salem.

Disadvantage - crowded channels.

An additional item available is a "Bellboy", a transistor call radio about the size of a king size package of cigarettes. This unit is assigned a seven digit phone number which anyone can call by dialing the number, at which time a recording will answer and say, "the bellboy will ring as soon as you hang up". When the buzzer sounds on the bellboy, the person carrying it then calls his office to see who is calling. This requires, of course, that the person calling the bellboy also call the number as assigned to the bellboy and leave his number for the return call. Monthly rental on these are $19.50 per month.

Advantages - low rental rate and no installation costs.

Disadvantages - very limited service, no contact between units on the job.

Report on Mobile Telephones

I would estimate that a 2 channel mobile phone would probably average at least two calls per day for a monthly rental rate of $56.00. Based on a three year project this would be an installation and rental cost of about $2,000.

According to Radio Engineer Charles Johnson, a new solid state mobil costs about $582 with an estimated life of 15 years and a yearly maintenance cost of about $75.00 Thus a mobile radio in a three year project would have a cost of about $800 and have a remaining life of 10 years or more.

E. J. Hall
Resident Engineer

7866

June 15, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM L. M. Young, Office Engineer

Federal-aid Project
No. I-5-5(36)260

SUBJECT Request Change Order Approval

Contract 7866, Extra Work Order No. 9

Project Woodburn Intchge.-Hayesville Intchge.

Highway Pacific

County Marion

The Order covers construction and removal of turn-a-rounds for school buses at those overcrossings which will be closed during construction.

Attached are copies of letters from the Regional Construction Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on June 8, 1973.

Your approval as of June 8, 1973 is requested.

JK:bb
Attach.

7866

June 15, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young, Office Engineer

Federal-aid Project
No. I-5-5(36)260

SUBJECT Request Change Order Approval

Contract 7866, Extra Work Order No. 4

Project Woodburn Intchge.-Hayesville Intchge.

Highway Pacific

County Marion

The Order covers removal of excess fill material between Stations 1784 and 1789+50. This work is necessary due to revision of the grades in this area.

Attached is a copy of a letter from the Regional Construction Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on June 8, 1973.

Your approval as of June 8, 1973 is requested.

JKtbb
Attach.

7866

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

NOTED
H. S. COULTER

DATE June 14, 1973

TO ~~File~~

FROM Gerald Wimer ORIGINAL SIGNED BY GERALD WIMER
REGIONAL CONSTRUCTION ENGINEER

7866

SUBJECT Department of Environmental Quality Noise Complaint
Woodburn Interchange - Hayesville Section

In response to DEQ Deputy Director E. J. Weathersbees May 24, 1973 letter concerning excessive noise in the Chemawa Road Vicinity, Resident Engineer E. J. Hall has taken the action indicated in his attached June 6 and June 11 reports. These actions and further actions to be taken are summarized as follows:

1. The contractor has been working a single shift with a dozer operating in the pit during a second shift. It is this dozer about which Mr. James Thompson complained.

2. Following the strike, it is anticipated the contractor will double shift his grading equipment and work the dozer in the pit a third shift.

3. This is outside of the Salem City limits. There are no County noise regulations. State regulations are in the process of being developed but are not yet effective.

4. As quickly as DEQ Personnel are available, a meeting with them and the contractor will be held to encourage his not operating any equipment between the hours of 11:00 p. m. and 6:00 a.m.

GW/ek
CC: H. S. Coulter ✓
C. T. Keasey
E. J. Hall

RECEIVED
JUN 18 1973
Office of
Assistant State Highway Engineer

624-1089

FORM E-20 SOM 3-68 SP*6470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 11, 1973

To: C. O. Fredrickson
Regional Engineer

SUBJECT: Contact with Department of Environmental Quality

Re: Noise level regulations

From: E. J. Hall
Resident Engineer

I contacted Mr. Cliff Sroka, Engineer, Department of Environmental Quality, Portland telephone 229-5365, today regarding a complaint that they had forwarded to us concerning excess noise from the contractor's equipment at Austin borrow pit.

I asked Mr. Sroka if their department had any regulations regarding noise levels that would apply to this situation and he stated that at the present there were none. He did however, say they would contact the Contractor direct and try to get him to cooperate to reduce the noise by change of working time or addition of a muffler of some kind.

I asked Mr. Sroka if he would set up a meeting with the Contractor and let us know so that the Region Construction Engineer and myself could attend.

The contractor will operate double shifts when he returns to work so the noise level can become very serious at this borrow site.

Mr. Sroka said he had to be away from his office for about a week but would set up a meeting when he returned and would notify us of time and place.

EJH/ec

624-1089

FORM B-90 SOH 3-66 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 6, 1973

SUBJECT: Reply to Assignment #01194

Woodburn Inter. - Hayesville
Inter. Section
Contract 7866

To: C. O. Fredrickson
Region Engineer

From: E. J. Hall
Resident Engineer

Mr. James Thompson, 1908 Chemawa Road, Salem, complained to the Department of Environmental Quality that the construction equipment working in the Austin Borrow on Ridge Road was operating late at night and was creating a great deal of noise.

The contractor is working one dozer in the borrow pit on the swing shift, from 4:00 P.M. to midnight, to push up material for the next day's operation. Also, there is a Light Plant running from dusk until midnight. The dozer is a D9G. The exhaust is equipped with a spark arrester, which will reduce the exhaust noise somewhat but it is not a muffler in the true sense of the word. I have never seen a Cat of this size equipped with a muffler but understand that they may be available on special order.

The Light Plant is operated by a small diesel motor which is equipped with a home-made expansion chamber on the exhaust, which again is not a true muffler but does reduce the noise level.

The contractor thinks the Light Plant, which has a high frequency noise, is the main noise problem. They are presently awaiting delivery of a new, less noise producing light plant, which they say they will use at this borrow.

When the strike is settled and the Contractor returns to work, I would estimate he would finish up in this borrow pit in two to three weeks time, depending on the additional equipment he may add. Also, he is talking a double shift, which would reduce his time in this pit by 50% but would greatly increase the noise level.

I talked to Mrs. James Thompson by telephone today and she states that the noise from the equipment is bothering them considerably. Their property is located just westerly of the borrow area and approximately on the same level as the finished borrow area.

I told Mrs. Thompson that at this time I did not know of any way we could stop the contractor's night time operations.

DEPARTMENT OF ENVIRONMENTAL QUALITY

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229- 5357

TOM McCALL
GOVERNOR

DIARMUID F. O'SCANNLAIN
Director

REGION 2 ENGINEER
RECEIVED
MAY 30 1973
RE | RCE | RME | RTE | ROE
ULE | GEO | TA | FILE

May 24, 1973

Klaboe

George Baldwin
Administrator of Highways
Highway Division
State Capitol Bldg.
Salem, OR 97301

Dear Mr. Baldwin:

The Department of Environmental Quality received a complaint on May 7, 1973, regarding excessive construction noise from the I-5 expansion project at Chemawa Road affecting nearby residents.

The Noise Control staff has not had the opportunity to investigate the noise problem, however, this opportunity is taken to advise the Highway Division of the complaint. Attached is a copy of the complaint form which alledges excessive noise into late night and early morning hours.

RECEIVED
STATE HWY ENGR
MAY 29 73
REFER TO
Coulter
FOR
Info | Invest | N/D | D/R | Sign | Act | File

Very truly yours,

DIARMUID F. O'SCANNLAIN
Director

E. J. Weathersbee
Deputy Director

CMS:sb

RECEIVED
MAY 30 1973
Office of
Assistant State Highway Engineer

RECEIVED
MAY 29 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

DEQ-1

INDUSTRY, SOURCE OR AREA: I5 EXPANSION AT CHEMAWARD DATE: 5/7/73

ADDRESS: SALEM CITY LIM.: IN ☐ OUT ☐

TYPE: ODOR ☐ FUME ☐ SMOKE ☐ CINDERS ☐ DUST ☐ FALLOUT ☐ OPEN BURNING ☐ NOISE ☒ OTHER ☐

NATURE OF COMPLAINT:

CONSTRUCTION NOISE — TRUCKS — EQUIPMENT
TO 12 AM SEVERAL NIGHTS IN A ROW.
(BROOKS INTERCHANGE)

COMPLAINANT: JAMES THOMPSON PHONE: 393-1741

ADDRESS: 1908 CHEMAWA RD SALEM 393-0101 OFFICE

ACTION TAKEN:

REFERRED (AGENCY OR PERSON):

TAKEN BY: Cliff PHONE ☒

CONTACT. HWY DEPT LETTER ☐

PETITION ☐

DEQ POLLUTION COMPLAINT FORM

DEQ-20

SP°70883-340

05 (Rev. 8-70)

STATE COPY

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 7866

APPLYING TO CONTRACT PROJECTS

Order No. 5

Section Woodburn Inter. - Hayesville Inter. Date 06/13/73, 19

Highway Pacific F.A.P. No. I-5-5(36) 260

County Marion Prefix 624-1089 Account No. 279-065

Description of Work To Be Done:

MOW GRASS

6-12-73

S.K. Hossner

6-28-73

Location by Station Numbers:

ENTIRE PROJECT

Estimate of Quantities and Costs:

EQUIPMENT RENTAL	$ 700.00
LABOR	1,300.00
Total:	$2,000.00

Explanation: All of contractor's work on project shut down due to strike. Grass along freeway has about reached the maximum growth and is starting to turn brown and go to seed. Mowing should be done soon to prevent grass seed from drifting onto adjacent fields; to eliminate a potential fire hazard and for esthetic reasons.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 23,556,632
Present estimate of project cost, including $ 2,000 for work under this order	$ 23,556,632
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: E. J. Hall, Resident Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approval Recommended: Regional Engineer

Approved: Construction Engineer

Adm.

SP 402830-734

O.K.

7866

5

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 12, 1973

TO C. T. Keasey
Construction Engineer

FROM Walter J. Hart
Bridge Engineer by R.W. Ellis

NOTED
H.S. COULTER

SUBJECT Revised Paint Specifications
Uxing of Gervais Rd.
Woodburn-Hayesville Intch.
Contract 7866

The original paint specifications for the subject project called for red lead primer and zinc oxide final coats (Formula 310-69).

Since leaded paints are no longer used and the zinc oxide paint is not available at this time, the attached epoxy-silicone alkyd paint system was worked out between the Laboratory and the Bridge Section as an appropriate alternate.

It is suggested that a price agreement be prepared to change the paint system to the epoxy silicone alkyd coating. Mr. Dean Mandrell of the Materials Section is presently working out a cost differential between this new system and that originally specified which can be applied on a square foot of painting area basis.

The resident engineer should contact Mr. Mandrell for this factor to be used in the justification of the additional cost. The FHWA has not been contacted about this change.

RJW/ag
Attach.
cc J. Jenkins w/attach.

cc E. S. Hunter
H. S. Coulter

RECEIVED
JUN 14 1973
Office of
Assistant State Highway Engineer

7866

5

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 8, 1973

In reply refer to: 10-35.7

SUBJECT: Oregon Project I-5-5(38)260 #7866
Woodburn Interchange - Hayesville Section
File 47491 - Chemawa Indian School

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

Administrative Right of Way Agent K. Chatwood's letter of June 7, 1973 submitted plans, specifications, and an estimate covering construction of an 1800 square foot residence to replace a similarly sized duplex which is located on the 3.7 acre parcel being acquired from Chemawa Indian School. It is our understanding that the school would not accept moving the duplex to a new location but required as a condition to the transfer of the 3.7 acres construction of the replacement residence. Based upon the information submitted with Mr. Chatwood's letter and Paragraph 5 of PPM 80-8 Federal funds will participate in the construction of the replacement residence. Our approval is subject to the State securing competitive biding for construction of the residence and our prior concurrence in the award of the contract.

We have reviewed the proposed "Memorandum of Agreement" and suggest that the last sentence on the first page which reads in part ". . . a house equal in value to the school land needed by the State;" be changed to ". . . a house equal in size to the duplex being acquired by the State."

Please send us a copy of the "Memorandum of Agreement" when it is in final form.

G. L. Green

G. L. Green

RECEIVED
STATE HWY ENGR
JUN 11 '73
REFER TO
R/W - Boyd
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig - 6-11-73

Rev. 3-70)

STATE COPY

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 7866

APPLYING TO CONTRACT PROJECTS

Order No. 3

Section Woodburn Inter. - Hayesville Inter. Sect. Date 06/07/73, 19

Highway Pacific F.A.P. No. I-5-5(36) 260

County Marion Prefix 624-1089 Account No. 274-03

Description of Work To Be Done:

Furnish and install speed signs

EFFECTIVE DATE 6-15-73

G. K. Hansen

Dist. Engineer

6-28-73

Location by Station Numbers:

Entire Project

Estimate of Quantities and Costs:

Material	$1,100.00
Labor	500.00
	$1,600.00

Explanation: Posted speed in this project can return to normal while work is suspended due to strike. Work will consist of covering all "Construction Speed 60" signs with "Speed 70" signs, except in two short sections

(continued on other side.)

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$23,556,632
Present estimate of project cost, including $1,600 for work under this order	$23,556,632
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: E. J. Hall, Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: Construction Engineer

SP 72830-734

where construction signs will remain in effect due to a vertical drop off at edge of shoulder.

Contractor did not have required signs in stock, and further, did not want to do the work due to having to cross the picket line.

Routing
Keasey
Bond
Jackmond
Herdt
Johnsen
Walker
RECEIVED
JUN 12 1973
CONSTRUCTION SECTION
Pease
Glenn
Berg

7866

S

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

June 7, 1973

Glen L. Green, Division Engineer
Federal Highway Administration

Attention Charles Mathias

File No. 47491
Functional Replacement Indian School
Woodburn-Hayesville Section
Pacific Highway
Marion County

#7866

NOTED
F. R. KLABOE

To obtain the parcel of land described in this file, the Bureau of Indian Affairs requires the State to replace the existing improvement in accordance with C. F. R. Part 161. Your PPM 80-5, Paragraph 5, gives the State Agency authority to acquire in this manner.

Attached are the following documents leading up to an agreement with the Bureau of Indian Affairs:

1.	Werner to Oakes	January 19, 1973
2.	Henry to Oakes	January 22, 1973
3.	Oakes to Green	February 13, 1973
4.	Oakes to File	February 15, 1973
5.	Henry to File	February 23, 1973
6.	Henry to File	February 28, 1973
7.	Henry to Reader	March 2, 1973
8.	Reader to Henry	March 16, 1973
9.	Henry to Boyd	March 26, 1973
10.	Chatwood to File	March 29, 1973
11.	Chatwood to Young	March 29, 1973
12.	Henry to Witherspoon	April 13, 1973
13.	Henry to Redbird	April 27, 1973
14.	Henry to Edenshaw	May 8, 1973
15.	Preuit to Henry	May 21, 1973
16.	Preuit to Wilson	May 29, 1973

RECEIVED
STATE HWY ENGR
JUN 8 '73
REFER TO
FOR
Hello | Jones | RPD | DVR | Stein | Act | File

17. Henry to Boyd June 1, 1973
18. Neely to R/W Office June 1, 1973
19. Henry to Chatwood June 4, 1973
20. Materials - Specifications, Dept. Vet. Form L26
21. Reduced Drawing (4 pages) Replacement Structure
22. Quitclaim Deed Form
23. Memorandum of Agreement

This documentation explains the Bureau of Indian Affairs' demand that the residential structure in the taking (3.7) acres containing approximately 1,800 square feet be replaced with a new and modern residential structure of the same size.

You will find that the estimate to replace the existing structure (item 6) is $29,000, while the estimate to build the modern structure is $34,500. The main difference is that the replacement structure has a 22' x 22' garage while the existing structure does not. The existing structure was built in 1933. At that time, attached garages were not commonly a part of the residence, while today they are.

Under the Functional Replacement Theory, the addition of the garage with a cost of $6 to $7 per square foot ($3,500 to $4,000) would make the transaction presented herewith equitable.

Refer to item 23. We object to the language used in the agreement Paragraph 1, Page 2, and have tentative agreement with the Indian Agent to substitute the following:

"The State shall advertise for competitive bids for the construction of said house within 30 days from execution of this agreement, and the construction of the house shall be completed within 120 days after the contract has been awarded....."

Please advise your approval or disapproval and should it be disapproval, please give your reasons.

ORIGINAL SIGNED
K. A. CHATWOOD

K. A. CHATWOOD
Administrative Right of Way Agent

Attachments
cc F. B. Klaboe
A. E. Johnson
V. E. Skoog
L. H. Young
M. R. Mitchell
Rod Henry

7866

624-1089

FORM S-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

NOTED
H. S. COULTER

DATE June 6, 1973

TO C. O. Fredrickson
REGIONAL ENGINEER

FROM John Canfield
REGIONAL OFFICE ENGINEER

SUBJECT Woodburn Int.-Hayesville Int.
Pacific Highway

Resident Engineer E. J. Hall called this office to report that the 70 mph signs were now installed on the subject section except in areas where there is a vertical dropoff along the shoulders. The installation was completed approximately 12:00 Noon on this date.

JC/jc

cc: H. S. Coulter
C. T. Keasey
Ed Hall

RECEIVED
JUN 8 1973
Office of
Assistant State Highway Engineer

78666

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

June 4, 1973

RECEIVED
STATE HWY ENGR
JUN 4 73
REFER TO
FOR

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

NOTED
A. E. JOHNSON

Mr. E. A. Kendrew

Easement Description
Chemawa Rd. Grade Crossing of SPTC
Woodburn-Hayesville Section
Pacific Highway (I-5)
Marion County
Fed. Project No. I-305-5(2)
Contract No. 7866

Dear Sir:

Enclosed are two copies of the revised description for the easement necessary for the relocation of the grade crossing of your facilities at Chemawa Road. Please review this description and if you find it satisfactory, include it in the grade crossing easement indenture.

This crossing has been moved laterally a slight distance to the south and changed from a four-lane grade crossing to a two-lane facility, as per your request.

If there is any additional information you require to prepare the agreement, please contact me.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Enc.

cc: Southern Pacific - San Francisco w/2 att.

bc: ~~A. E. Johnson~~
H. S. Coulter
L. H. Young
L. E. George
J. B. Boyd
E. J. Hall
C. O. Frederickson
J. W. Valentine

7826

6-73

2 NOA's

KLABOE We need to hire the Utah State Highway Commission to do some inspecting of steel that is being fabricated for the Woodburn-Hayesville Section of I-5 in Utah. It is a standard thing - fully participated with the Federal Government. We hire them to do the inspecting. The estimated cost is $18,000.

JACKSON: Approved.

KLABOE: Now we have a Renaissance Festival on the Florence-Eugene Highway. It runs from June 22 to June 24. This is sort of a rock festival type of thing. It happened last year and the result last year they just blocked traffic on that during this period of time for miles in every direction. The people that are running it now have asked the County Police to come in and work with them in controlling this traffic. The County Police is going to do just that. They have also asked us to prohibit parking for a stretch on either side of this entrance there along the highway during this festival. I think it is a good idea and we would recommend that you approve the elimination of parking for these three days on the Florence-Eugene Highway between M.P. 44.7 and 46.7 that is in the Veneta area.

JACKSON: Will you be sure and reserve a place for Ted and Tony - they want to be - Any objections to this - Approved.

KLABOE: Gentlemen, if there is time I do have a film set up on the Fremont Bridge - it will take about -

Gen 5-3

3

78666

#7666

Salem, Oregon
May 29, 1973

Highway Commission Action
May 29, 1973 Meeting

R. N. Bothman	Gene Huntley
J. B. Boyd	John C. Jenkins
L. E. George	Walter L. Barrie
J. H. Versteeg	D. H. Moehring
W. J. Hart	C. W. Head
C. T. Keasey	V. E. Skoog
L. H. Young	D. G. Talbot
H. S. Cox	V. D. Wolfe
R. P. Hamilton	Gary Sund
R. E. Royer	

All items on the agenda for the subject meeting were approved.

In addition, the following NOA items were reported on by the Highway Engineer and the Commission took the indicated action:

Park

1. Approved the request of Ed Calkins to dig for treasure trove on the Oregon shore south of Cape Lookout in Tillamook County, and instructed the Secretary to sign the park excavation permit.

Grave Yard

2. Reviewed a request from the owner of Harry and David Orchards in Medford asking the Highway Commission to share in the widening of ORE99 to improve the access to the Company's fruit processing plant. The request was denied on the basis that all the highway work, including widening of ORE99, improvement of access to the fruit processing plant, and the installation of an additional signal, was occasioned by the expansion of the processing plant. This reaffirms the Commission policy whereby highway improvements necessary solely to serve adjacent property developments will be at the expense of the property developers.

Lt 1-9-1 Catherine Cr

3. Reviewed the proposal of the ✗Bureau of Reclamation and Union County for development of a state park on Catherine Creek in conjunction with the Bureau of ✗Reclamation reservoir project. The Commission reaffirmed the Highway Division staff's previous recommendation to not enter into this agreement based on the Parks staff analysis that the property involved did not meet the criteria for a state park.

✗Corps of Engineers

#1861

4. Approved an agreement with the Utah State Road Commission covering testing and inspection of steel to be used on the Woodburn-Hayesville Section of Interstate 5.

1a 7-1

5. Approved prohibition of parking on the Florence-Eugene Highway between M.P. 44.7 and M.P. 46.7, June 21 through June 25, 1973, to alleviate traffic problems during the Renaissance Festival.

E. S. Hunter
Assistant State Highway Engineer

ESH:ajw

cc George M. Baldwin
F. B. Klaboe
H. S. Coulter
R. L. Schroeder
R. B. Sipprell
Regional Engineers

7866

5

DEPARTMENT OF ENVIRONMENTAL QUALITY

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229- 5357

TOM McCALL
GOVERNOR

DIARMUID F. O'SCANNLAIN
Director

May 24, 1973

7866

Klaboe

George Baldwin
Administrator of Highways
Highway Division
State Capitol Bldg.
Salem, OR 97301

Dear Mr. Baldwin:

The Department of Environmental Quality received a complaint on May 7, 1973, regarding excessive construction noise from the I-5 expansion project at Chemawa Road affecting nearby residents.

The Noise Control staff has not had the opportunity to investigate the noise problem, however, this opportunity is taken to advise the Highway Division of the complaint. Attached is a copy of the complaint form which alledges excessive noise into late night and early morning hours.

RECEIVED
STATE HWY ENGR
MAY 29 73
REFER TO
Coulter
FOR
Info | Invest | Ans | Dir | Sign | Ack | File
N

Very truly yours,

DIARMUID F. O'SCANNLAIN
Director

E. J. Weathersbee
Deputy Director

CMS:sb

RECEIVED
MAY 30 1973
Office of
Assistant State Highway Engineer

RECEIVED
MAY 29 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

5.30.73
Intuition
TAK

DEQ-1

DUSTRY, SOURCE OR AREA: I5 EXPANSION AT CHEMAWARD DATE: 5/7/73

DDRESS: SALEM CITY LIM.: IN ☐ OUT ☐

YPE: ODOR ☐ FUME ☐ SMOKE ☐ CINDERS ☐ DUST ☐ FALLOUT ☐ OPEN BURNING ☐ NOISE ☒ OTHER ☐

ATURE OF COMPLAINT:

CONSTRUCTION NOISE – TRUCKS – EQUIPMENT
TO 12 AM SEVERAL NIGHTS IN A ROW.
(BROOKS INTERCHANGE)

OMPLAINANT: JAMES THOMPSON PHONE: 393-1741

DDRESS: 1908 CHEMAWA RD SALEM 393-0101 OFFICE

CTION TAKEN:

EFERRED (AGENCY OR PERSON):

AKEN BY: Cliff PHONE ☒

CONTACT HWY DEPT LETTER ☐

PETITION ☐

DEQ POLLUTION COMPLAINT FORM

EQ-20

FORM E-90-X 12-67

78606

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COULTER

Salem, Oregon
May 23, 1973

SUBJECT: Additional Transportation Costs
Gervais Union High School
Woodburn-Hayesville Interchange Section
Pacific Highway

#1866

To: G. W. Wimer
Region Construction Engineer

FROM: C. T. Keasey
Construction Engineer

Attached is a suggested rough draft reply to Mr. C. R. Thomson, Superintendent-Principal, Gervais Union High School, in regard to his request for compensation for additional transportation costs resulting from our construction on the subject project.

Please respond to him accordingly.

RECEIVED
MAY 24 1973
Office of
Assistant State Highway Engineer

CTK:fw
Enc.
cc: H. S. Coulter
Jack L. Sollis

Mr. C. R. Thomson
Superintendent-Principal
Gervais Union High School
Gervais, Oregon 97026

Re: Closure of overcrossings and undercrossings during I-5 construction

Dear Sir:

In reply to your letter of May 7, 1973, adressed to Mr. E. G. Hall, Resident Engineer for the Oregon State Highway Department, I have the following to offer.

The closure of the overcrossing and undercrossings during highway construction is persuant to an agreement with the county that was negotiated by the Oregon State Highway Commission.

It is the position of the Commission that although people will be required to drive a bit further and there will be a circuity of travel involved for a temporary period during which the highway is being reconstructed that this is not a compensable item that the Oregon State Highway Division can pay and therefore, they are unable to reimburse the school district for this cost.

I hope you will realize that the State Highway Division can only pay from the highway trust fund amounts which it is legally obligated ~~to pay~~ for uses specifically provided by the Oregon Constitution and payment for circuity of travel in the instant case does not come within that category.

I am well aware of the fact that this does provide a burden on your school district, but under the circumstances there is no possibility that the Highway Division can reimburse you for any portion of this cost.

As regards the school bus turn-around area that you have requested, these will be taken care of and they will be constructed for your convenience during the time that the overcrossings and undercrossings are closed.

Prepared by
Legal

~~Enclosu~~ cs

78666

FORM PR-33A
(REV. 3-68)

OSHD (Coulter)
Region
Wash DC

5-21-73

INITIAL INSPECTION REPORT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-In-Depth ch

Region No.	Report No.	County	Division
10	1	Marion	Oregon

Date of Inspection	Inspection Made By	Project No.
5/21/73	P. V. Riedl, Area Engineer	I-5-5(36)260

In Company With
Ed Hall, Res. Engr.; Ed Payton, Br. Engr.; Gerry Wimer, Reg. Const. Engr.

Location
Salem North city limits to the Woodburn Interchange on Interstate 5

Contractor Name and Address
Gordon H. Ball, Inc., PO Box 897, Renton, Washington

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
3/6/73	$20,340,000.00	a. 9/30/73 b. 10/15/74 c. 9/15/75	-	4/9/73

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	5 %	1%

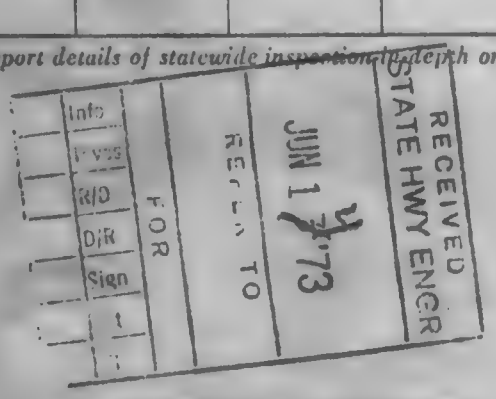
Roadbed (Width) (Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE SURFACING THICKNESS EDGE (Inches)	BASE SURFACING THICKNESS CENTER (Inches)	WIDTH (Feet)
AC & PCC	7223	13,155	-	-	58

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
Prestr. drop inspan	X781	0.075
Post tensioned	"	0.051
"	"	0.061
"	"	0.061
"	"	0.070
"	"	0.067
"	"	0.061
"	"	0.061
Reinf. conc.	X771	0.109
"	X920	0.065
Prestr. conc.	X181	0.037
Weathered Steel	X771	0.075
Dual Reinf. conc.	X281	0.075

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)



6-14-73 Donath. Orig. to Young eg to

WOODBURN INTERCHANGE-HAYESVILLE INTERCHANGE SECTION
Interstate 5
Grading, Paving, Structures, Signing & Illumination

The project is located on the Interstate Route I-5 from the Hayesville Interchange located near the north city limits of Salem to the Woodburn Interchange.

The project consists of widening an existing 4-lane divided highway to 6-lanes with continuous reinforced PCC pavement, 10 foot AC shoulders on both sides of the travel lanes. The existing pavement is to be used as a base for the CRCP; the base on the widened portion will be a lime treated subgrade; 12 inches of plant mixed aggregate and 4 inches of asphaltic concrete.

RECEIVED
JUN 14 1973

(more)

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

NOTED
H.S.COULTER
Office of
Assistant State Highway Engineer

The work also includes the removal of 11 highway grade seperation structures and the construction of 15 highway structures. Also the construction of highway signs and sign support structures and illumination. Traffic will be provided in two lanes each direction at all times during construction.

There are three "contract times" for the project:

a. The embankment foundation excavation and stone embankment between stations 1737+50 and 1810+00 shall be completed not later than September 30, 1973.

b. All work to be done under the contract between stations 1149 to 1680 shall be completed not later than October 15, 1974.

c. All work to be done on the contract shall be completed not later than September 15, 1975.

Work Performed to Date

Clearing & grubbing	20% complete
Drainage	1%
Grading	4%

Work in Progress

Grading is underway from Hayesville Interchange north to Chemawa Interchange. Placing temporary illumination poles in median.

The EEO requirements were discussed at the preconstruction conference. The contract requires 15 on-the-job trainees.

The contractor is experiencing difficulty in excavating material at the St. Louis borrow source due to the high water table and wet soil conditions. He is presently trying to dewater the area.

The bridge subcontractor plans to begin work on May 29.

Base rock production is planned to start today.

There is a dust problem at the Chemawa Road Interchange due to the heavy use of hauling equipment. The contractor was instructed to concentrate on removal of dirt from the roadway and maintain a water truck in the area.

The State is proposing the widening of a section of Chemawa Road near the Indian School as a price agreement or an extra work order This is presently under study. A price agreement for additional work under the temporary protection of traffic is being prepared for an estimated cost of $6,000. An extra work order for culvert cleanout for $400 is being prepared. An extra work order for flagging has been prepared.

7866

5

FORM E-20-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

U. S. COULTER

Salem, Oregon
May 18, 1973

To: Jack L. Sollis
Assistant Attorney General

SUBJECT: Gervais Union High School
Transportation Problems
Woodburn-Hayesville Interchge. Section
Pacific Highway

7466

FROM: C. T. Keasey
Construction Engineer

Attached is correspondence from Region II and a request from Gervais Union High School for reimbursement of additional transportation costs which will be incurred as a result of closure of county road crossing reconstruction.

We will take care of the necessary school bus turn-around areas as needed, but I do not believe we have the obligation legally to pay for any temporary additional transportation costs incurred because of our project. These closures were agreed to by the County.

Would you please respond to this request, or advise us as to how we should respond.

CTK:fw
Enc.
cc: H. S. Coulter
G. W. Wimer

RECEIVED
MAY 21 1973
Office of
Assistant State Highway Engineer

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 11, 1973

TO C. T. Keasey
CONSTRUCTION ENGINEER

FROM G. W. Wimer
REGIONAL CONSTRUCTION ENGINEER

SUBJECT Gervais Union High School Transportation Problems
Woodburn Interchange - Hayesville Section
Pacific Interstate Highway

Attached is a May 7, 1973 letter from C. R. Thomson, Superintendent-Principal, Gervais Union High School, Gervais, Oregon. My reply is also attached.

Mr. Thomson requests turn-arounds for his school buses at the County Roads which are to be closed. Reasonable requests of this nature should be met. Mr. Hall is in contact with the appropriate school representative to determine these.

As to the request that we bear the approximate $5,760.00 of added transportation cost, it is respectfully requested that you have the matter reviewed with the legal staff. Hopefully, we will never have to become involved in paying such cost or trying to determine them for individual private citizens. However, a public agency such as the school should be given further consideration.

GWW/de

cc: E. J. Hall
encl.

Routing
Keasey
Bond
Jackmond
Herdt
Johnsen
Walker
Peese
Glenn
Berg

RECEIVED
MAY 14 1973
CONSTRUCTION SECTION

OREGON STATE
HIGHWAY DIVISION

Region 2
2960 East Salem Highway Building
Salem, Oregon 97310

May 11, 1973

C. R. Thomson
Superintendent-Principal
Gervais Union High School
Gervais, Oregon

Re: Gervais Union High School
Transportation Problems
Woodburn-Interchange
Hayesville Section
Pacific Interstate Highway

Dear Mr. Thomson:

Receipt is acknowledged of your May 7, 1973 letter directed to our Resident Engineer, E. J. Hall. You pointed out school transportation cost will increase approximately $5,760.00 resulting from the County Road closures necessitated our constructing new structures in our widening project. You also requested turnarounds.

Your representative will be immediately contacted by Mr. Hall to work out a mutually satisfactory turn-arounds. These are not presently included as part of the project, but I believe arrangements can be made to do so.

As to your request that the State Highway Division bear the additional transportation cost, your letter will be forwarded to a higher authority for further consideration. You will hear from us again on the matter.

Very truly yours,

C. O. Fredrickson
REGIONAL ENGINEER

By:
G. W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/de

cc: C. T. Keasey
E. J. Hall

Gervais Union High School

GERVAIS, OREGON

97026

CHARLES R. THOMSON
SUPERINTENDENT-PRINCIPAL

ROLAND LIPPOLD
ASSISTANT PRINCIPAL

ELOINE A. OSBURN
FINANCIAL OFFICER

May 7, 1973

BOARD OF EDUCATION
FRANK ADAMS
CHAIRMAN
JOHN ST. JOHN
VICE CHAIRMAN
DONALD BASSETT
OSCAR EVANS
ROBERT REED

Mr. E.G. Hall
State Highway Department
Salem, Oregon

Dear Mr. Hall:

In following up on our meeting of last week concerning the projected time line for closure of over and underpasses during construction of additional lanes on I-5, I wish to submit a request for your consideration.

You will remember that in the meeting, I mentioned that we have a projected cost of approximately forty-eight cents per mile for each mile added to our bus routes as a result of closures. Extending this to its most extreme effect, the additional cost of this project to our transportation system would be about $5,760.00 one half of which is reimbursable to us through State Basic Support monies for transporting students home-to-school.

Budgets for schools for the 1973-74 school year are prepared and are to be voted upon today, so there is no opportunity to adjust to expanded costs. It is conceivable that we are looking at up to an eleven per cent increase in our costs as a result of this highway project.

The total project will have advantages to a great number of citizens of this state and also, will enhance business traffic on an interstate basis. It does not seem right that a local agency which happens to operate within the area of the construction should have to suffer a disproportionate amount of cost as a result of a program which is designed to serve all of the citizens of the State of Oregon.

It would seem logical that the additional costs to our School District resulting directly from this project, be included by the Oregon Highway Department as a part of the total cost of the highway expansion program. With this in mind, I am requesting that the Gervais Union High School District be reimbursed by the Oregon State Highway Department for any transportation costs incurred as a direct result of this project. This adjustment should be made to the Gervais District at our contracted transportation rate of forty-eight cents per mile. We also ask that adequate turn-around areas be provided where necessary during the times that over and underpasses are closed.

We realize that there are many contingencies and preparations which are requisites to such a mammoth project as yours. We are in fact a rather small operation by comparison,but the impact of your project can have a considerable effect upon our financial situation. Your consideration of this request will be greatly appreciated.

Sincerely,

C.R. Thomson
Superintendent-Principal
Gervais Union High School
Gervais, Oregon

RECEIVED
MAY 9 1973
OFFICE OF RESIDENT ENGINEER
E. J. HALL
RE ASS'T ASS'T OE FILE TA

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FORM E-20 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7866

May 16, 1973
Salem, OR 97310

To: C. W. Head
Secretary

BUILDING

SUBJECT: Construction Agreement
Southern Pacific Transportation Co.
Woodburn Int.-Hayesville Int. Sec.
Pacific Highway
Marion County
Project No. I-5-5(36)260
Contract No. 7866
PUX 718 SXF 478
R/W File: 43318

RAILROAD COMPANIES
FILE No. 7866

Attached is one copy of the above-mentioned agreement.

The State's fully-executed counterpart has been handed to Velda De Guire in Mr. Chatwood's office for processing, after which it will be forwarded to your office for your permanent records. Distribution of conformed copies has been made as indicated below.

J. E. Chidsey
Railroad and Utility Engineer

JEC:jly
Att.

cc: H. S. Coulter
C. T. Keasey
C. O. Frederickson w/att.
E. J. Hall "
R. N. Chase " (3)
V. E. Skoog "
J. L. Sollis "
R. H. Rumbolz "
K. A. Chatwood "

NOTE: This agreement should be recorded in the Marion County Records. After recording, please furnish this office with recording information so that it may be transmitted to SPTC.

NOTED
C. W. HEAD

SP 52478-734

Labish Drain Ditch
Marion County
Highway Job No. 70

STATE OF OREGON
Division of State Lands
502 Winter Street NE.
Salem, Oregon 97310
Phone: 378-3805

Woodburn Intchg.-Hayesville
Intchg.
Pacific Highway
Marion County

Expires: 5-15-74

MATERIAL REMOVAL PERMIT NO. 1116

GORDON H. BALL, INC. (3)

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

William S. Cox, Director

May 15, 1973
Date

ANNIVERSARY DATE: May 15

ATTACHMENT "A"

Special Conditions checked apply to Material Removal Permit No. 1116

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. _____ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(X) 2. The operation shall be conducted in a manner that will prevent any turbidity increase (X) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

( ) 3. ( ) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by _____.

(X) 5. ( ) DIKES SHALL BE CONSTRUCTED (X) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED or (X) _X_ GRASS ___ SHRUBS ___ TREES SHALL BE PLANTED _____ in area of streambank disturbance to prevent abnormal erosion of streambanks.

( ) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE ( ) OPERATION OF EQUIPMENT shall be done in the active flowing stream from _____ without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of _____ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [_____ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

( ) 9. Spoils, stockpiles, and other fill materials shall be placed ( ) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Others:

(X) 10. All in-channel activities shall be completed during the low flow season.

(X) 11. Fish passage shall be maintained.

(X) 12. The Division of State Lands maintains the authority to temporarily halt or modify the operation should excessive turbidity or damage to natural resources occur.

May 15, 1973

OSHD Permit No.: 70 #1116
Job Name: Woodburn Intchg.-
Hayesville Intchg.
Pacific Highway
Marion County

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor: Gordon H. Ball, Inc.
Corporate Name or Individual (Please Print)

P.O.Box 897, Renton, Washington 98055 (206) 228-6480
Address Zip Telephone No.

E. Ferguson V.P.
Signature of Contractor (Title)

Name of Sub-Contractor: (If applicable) DONALD M. DRAKE
Corporate Name or Individual (Please Print)

1740 N. W. Flanders, Portland, Oregon 97209 503-226-2991
Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be Removed ~~xxxx

PURCHASE ORDER

STATE OF OREGON

PAGE OF

SHOW THIS NUMBER ON ALL PAPERS AND PACKAGES PERTAINING TO THIS ORDER

H128993

Frank L. Hall, Room 223, Highway Building, Salem, Oregon 97310

P.O. DATE: 4-16-73

OREGON STATE HIGHWAY DIVISION, ACCOUNTING SECTION
438 HIGHWAY BUILDING, SALEM, OREGON 97310

NO. INVOICES: 3

ACCOUNT NUMBER	BIENNIUM	BID NUMBER	COMMODITY CODE

CLASS. FUND, PROJECT OR APPROPRIATION	REQ. NO.	AGENCY NO.
		734

VENDOR

Division of State Lands
802 Winter St., N.E.
Salem, Oregon 97310

INSTRUCTIONS TO VENDOR

ALL INVOICES MUST CARRY THIS PURCHASE ORDER NUMBER. PREPAY ALL TRANSPORTATION CHARGES UNLESS OTHERWISE STATED.

IF TRANSPORTATION IS BILLED AS SEPARATE ITEM, RECEIPTED FREIGHT BILL MUST ACCOMPANY INVOICE.

STATE IS NOT SUBJECT TO FEDERAL EXCISE TAX.

SEND 3 COPIES OF ITEMIZED INVOICE.

F.O.B.	DELIVERY REQUIRED	TERMS

QUANTITY ORDERED	QUANTITY UNIT	QUANTITY REC'D.	DESCRIPTION	COMMODITY CODE	UNIT PRICE	ITEM TOTAL	COST DISTRIBUTION OR EQUIP. NO.
1	ea		Removal/Fill Permit OSHD No. 70			$50.00	624-1000-900P
			Woodburn Intchg.-Hayesville Intchg.				
			Pacific Highway				
			Marion County				

I Certify the Above Items are within Current Budget Allowance

ORDERED BY: [signature] DATE 4-16-73

APPROVED DATE

I Certify these Items are Authorized by the Dept. of General Services

AUTHORIZED AGENT - SIGNATURE: Ronald K. Hunt DATE 4-16-73

RECIEVED BY: DATE

FORM 81-734-1036

ORIGINATOR

5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

7866

DATE May 11, 1973

TO Mr. C. O. Fredrickson
Regional Engineer

FROM L. L. Wallace
Bridge Design Engineer

RECEIVED
MAY 17 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT Pacific Highway, I-5
Woodburn-Hayesville Section
Marion County, Contract 7866
Transverse Reinforcing Steel in
Continuously Reinforced Concrete Pavement

As you requested I have studied the question of omitting the transverse reinforcing steel in the continuously reinforced concrete pavement on this project. I understand that you are considering this in the interest of safety during construction.

The #5 bars at 5'0" centers, called for on the plans, are considerably less than is called for in a structural bridge deck. Its effectiveness as distribution steel is questionable at the 5'0" spacing. It is a matter of opinion as to the effectiveness of the transverse bars in preventing longitudinal cracks in pavements. Our bridge specifications call for #5 bars at 2'0" centers as the minimum amount required to prevent cracks due to variation in temperature.

I presume that you are investigating the performance record of continuously reinforced concrete pavement without transverse reinforcing which I understand has been constructed in some states.

LLW:dh

cc W. J. Hart
Ed Hardt

NOTED
E. L. HARDT

NOTED
E. S. HUNTER

Routing

3 Keesey	RECEIVED	Peese
1 Bond		Glenn
2 Jackmond	MAY 16 1973	Berg
Hardt		
Johnsen	CONSTRUCTION SECTION	
4 Walker		

Send copy to
E.S. Hunter
H.S. Coulter

7866

Trout

FORM S-99

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 7, 1973

TO E. J. Hall
RESIDENT ENGINEER

FROM G. W. Wimer
REGIONAL CONSTRUCTION ENGINEER

SUBJECT Marion Soil & Water Conservation District
Woodburn Interchange
Hayesville Section

Attached is the State Soil & Water Conservation Commission's reply to our application with the Division of State Land.

Also attached is the transmittal from Bud F. Svalberg.

Item #10 recommends the Highway Division meet with the Marion SWCD. Their Chairman is Myron Harper, 2487 Lancaster Drive N.E., Salem 97303.

Please contact Mr. Harper and favor this office with an analysis and recommendation. You may want to involve Mr. Svalberg and the gentleman signing the response to the Division of State Lands.

GWW/de

cc: C. T. Keasey
Don Trout

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAY 9 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

5-7-73

7866

Portland, Oregon
May 7, 1973

NOTED
H. S. COULTER

Mr. R. O. Hammerstrom
Superintendent

I am handing you as well as those receiving a copy of this letter, a copy of my Field Engineer's report to me of May 4th in regard to the Oregon State Highway Department project Woodburn Interchange-Hayesville Interchange on the Oregon Electric Eighth Subdivision, which letter is more or less self-explanatory. #7866

You will note in his report that a F-27 was not made to date as we do not have the information as to the train number that was involved in this accident.

I would request that the Public Utility Commissioner as well as the Oregon State Highway Department, advise as to flagman controlling traffic over this public crossing and particularly why trucks are not expected to stop as well as other vehicles when we have legal stop signs at this crossing.

H. F. MOY
Director, Engineering

HFM:pae
Enclosure

cc: Mr. Lon V. Topaz, Asst. Commissioner
Oregon Public Utility Commission
206 Public Service Building
Salem, Oregon 97310

Mr. J. E. Chidsey
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

File: 037-5

Y.C: H.S. Coulter w/ATTACH
C.T. Kenny
Jack Gothe
C.O. Fredericksen
E.J. Hall

RECEIVED
MAY - 8 1973
UTILITY UNIT

NOTED
J. E. CHIDSEY

Portland, Oregon
May 4, 1973

Mr. H. F. Moy
Director, Engineering

Re: Oregon State Highway Department project
Woodburn Interchange-Hayesville Interchange
(Chemawa Road), eighth subdivision.

One of Ball Construction Company's trucks struck side of B.N. train (number unknown) at Chemawa Road crossing at milepost 66.2 on the eighth subdivision. This is a public crossing protected by stop signs.

Train and truck (legal haul) were traveling north. As dump truck turned to cross tracks it struck the second car back of engine. Evidently the train crew did not realize an accident occurred because train did not stop and at this time I have found no accident report.

Damage to railroad car unknown. Damage to truck: bumper torn off, injuries none, and truck driver was fired.

Time of accident somewhere around 2:30 P.M., May 2, 1973.

According to the State Highway Department, their contractor has flagmen controlling the traveling public and their trucks would go through the stop signs. I have informed the State that this could not be allowed.

All the above information given to me by the Oregon State Highway Resident Engineer's office on the above project.

F. K. Haugen
Field Engineer

FKH/nrs

File: 037-5

H.F.M
MAY 7 1973

78606

5

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

April 27, 1973

Mr. Richard D. Larsen
Regional Manager of Real Estate
Burlington Northern Inc.
820 Central Bldg.
Seattle, WA 98104

NOTED
H. S. COULTER

Permit of Entry
Woodburn Int.-Hayesville Int. Sec.
Pacific Highway (I-5)
Marion County
R/W File: 47147
FAP No. I-5-5(36)260
Contract No. 7866

Dear Mr. Larsen:

Enclosed is an executed copy of the Permit of Entry you submitted to us on April 24, 1973. A copy of this Permit of Entry will be furnished to the contractor and his attention directed to Provision 3 and 4 of the Permit.

I would like to thank you for your prompt attention to the preparation and submission of this Permit of Entry to us. As soon as the easement and the construction agreement is prepared, please forward them to my office and we will execute and return the agreements to you.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Enc.

cc: Burlington Northern - Portland
Burlington Northern - St. Paul

bc: H. S. Coulter w/Permit
C. T. Keasey "
C. O. Frederickson "
E. J. Hall "
J. W. Valentine "

RECEIVED
MAY 1 1973
Office of
Assistant State Highway Engineer

BURLINGTON NORTHERN

INDUSTRIAL AND REAL ESTATE
DEVELOPMENT DEPARTMENT

820 Central Building
Seattle, Washington 98104
Telephone (206) 624-1900

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

April 24, 1973

Attention: Mr. J. E. Chidsey, P.E.
Railroad and Utility Engineer

Gentlemen:

Re: Woodburn Interchange-Hayesville Interchange Section
Pacific Highway Marion County R/W File 47417 and
Chemawa Road Crossing, Bush, Oregon

Reference is made to your letter of April 12, 1973 and previous correspondence concerning Chemawa Road crossing at Bush, Oregon.

This letter of "right of entry" will allow the State of Oregon to enter those areas indicated below for the purpose of highway improvement upon and across portions of of the Oregon Electric Railway Company's right of way as follows:

A parcel of land lying in Section 36, Township 6 South, Range 3 West, W.M., Marion County, Oregon; The said parcel being described as follows:

RECEIVED
APR 26 1973
UTILITY UNIT

Beginning at a point opposite and 14 feet Easterly of Engineer's Station RR 2417+10 on the center line of the main track of the Oregon Electric Railway Company; thence Easterly at right angles to said main track center line to the Easterly right of way line of said Railway Company; thence Southerly along said Easterly right of way line to a point opposite Engineer's Station RR 2420+20 on said main track center line; thence Westerly at right angles to said main track center line to a point opposite and 18 feet Westerly of said main track center line; thence Southerly parallel with said main track center line to a point opposite Engineer's Station RR 2420+80; thence Westerly at right angles to said main track center line to the Westerly right of way line of said Railway Company; thence Northerly along said Westerly right of way line to a point opposite Engineer's Station RR 2418+60 on said main track center line; thence Easterly at right angles to said main track center line to a point opposite and 14 feet Easterly of said main track center line; thence Northerly

parallel with said main track center line to the point of beginning.

The parcel of land to which this description applies contains 0.31 acre, more or less.

Also, temporary use of a private haul road crossing, 30 feet in width, located at Railroad Station 2439+85 for the purpose of hauling materials. Complete details concerning said private haul road to be inserted in the construction and maintenance agreement and/or easement.

1. If the State, in the performance of the work herein provided, or by the failure to do or perform anything for which it is responsible under the provisions hereof, shall damage or destroy any property of the Railway, such damage or destruction shall be corrected by the State in the event the insurance carriers fail to repair or restore the same.

2. The State will accept the usual form of easement in the amount of $1,100.00, together with BNI Construction and Maintenance Agreement concerning said project.

3. All contracts between the State and its contractors, for either the construction herein provided for or maintenance work on the highway within any easement area described herein shall require the contractors to protect and hold harmless the Railway and any other Railroad Company occupying or using the Railway's right of way or line of railroad against all loss, liability and damage arising from activities of the contractors, their forces, or any of their sub-contractors or agents; and shall further provide that the contractor shall meet the attached insurance requirements.

4. Before entering upon right of way or proceeding with any work, please notify Mr. R. O. Hammerstrom, Division Superintendent, Oregon Electric Railroad at Portland, Telephone 503-228-9111, at least 24 hours in advance.

5. This Right of Entry is granted for a period of six (6) months beginning on the date of execution.

6. This letter is being sent to you in duplicate, and if the conditions contained herein are satisfactory, will you please acknowledge your acceptance in the space provided on the duplicate copy and return it to me for our records.

Sincerely,

Richard D. Larson

Richard D. Larson
Regional Manager of Real Estate

by FSW

FSW/fm

THE TERMS AND CONDITIONS CONTAINED HEREIN ARE HEREBY ACCEPTED:

STATE OF OREGON
By Jon Klabo Dated 4-30-73
Title State Hwy Engr.

INSURANCE REQUIREMENTS

All contracts between the State and its contractor, for either the construction herein provided for or maintenance work on the highway within any easement area described herein or shown on the exhibits attached hereto, shall require the contractor to protect and hold harmless the Railway and any other railroad company, including National Railroad Passenger Corporation (AMTRAK), occupying or using the Railway's right of way or line of railroad against all loss, liability and damage arising from activities of the contractor, his forces, or any of his subcontractors or agents; and shall further provide that the contractor shall:

1. Furnish to the Railway a railroad protective policy in the form provided by the Federal Highway Administration's Policy and Procedure Memorandum No. 20-12. The limits of said policy shall not be less than Five Hundred Thousand Dollars ($500,000) for all damages arising out of bodily injury or death of any one person and subject to that limit for each person a total of not less than One Million Dollars ($1,000,000) for all damages arising out of bodily injury to or death of two or more persons in any one accident; and not less than Five Hundred Thousand Dollars ($500,000) for all damages arising out of injury to or destruction of property in any one accident and subject to that limit for any one accident a total limit of not less than One Million Dollars ($1,000,000) for all damages arising out of injury to or destruction of property during the policy period. Said insurance policy executed by a corporation qualified to write the same in the state in which the work is to be performed shall be in form and substance satisfactory to the Railway, and shall be delivered to and approved by the Railway prior to the entry upon or use of its property by the contractor.

Insurance Requirements (continued)

2. Carry regular Contractor's Public Liability and Property Damage Insurance as specified in the Federal Highway Administration's Policy and Procedure Memorandum No. 20-12 providing for a limit of not less than Five Hundred Thousand Dollars ($500,000) for all damages arising out of the bodily injuries to or death of one person, and, subject to that limit for each person, a total limit of not less than One Million Dollars ($1,000,000) for all damages arising out of bodily injuries to or death of two or more persons in any one accident, and providing for a limit of not less than Five Hundred Thousand Dollars ($500,000) for all damages to or destruction of property in any one accident and subject to that limit a total (or aggregate) limit of not less than One Million Dollars ($1,000,000) for all damages to or destruction of property during the policy period. A certified copy of the policy providing said Contractor's Public Liability and Property Damage Insurance, executed by a corporation qualified to write the same in the state in which the work is to be performed, in form and substance satisfactory to the Railway, shall be delivered to and approved by the Railway prior to the entry upon or use of the Railway's property by the contractor.

FORM S-50

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7866 Salem, Oregon

DATE April 24, 1973

TO C. Keasey
Construction Engineer

FROM R. W. Ellison R.W. Ellison
Bridge Administration Engineer

SUBJECT Woodburn Intch.-Hayesville Intch. Sec.
Pacific Hwy. I-5
Contract 7866
Prestressed Pile Change

In reference to Peter Kiewit Sons Company's letter of April 23, 1973, requesting the substitution of 12-inch square prestressed concrete piling on the the subject contract, we recommend approval with the following stipulations:

1. The pile shall have Class AA Concrete with a design strength of 6000 psi in 28 days.

2. Prestressed force after losses shall provide a minimum compressive stress of 900 psi in the concrete.

3. Concrete strength at transfer shall be not less than 4000 psi.

4. All other details shall be as shown on Drawing 24524.

5. Shop drawings showing details of construction for the 12-inch prestressed concrete piles shall be submitted for approval prior to beginning of casting of piles.

6. Any unusual spalling of the corners of the pile during driving shall be the contractor's responsibility.

The substitution of the 12-inch square piling in lieu of those originally specified shall be at no cost to the State. A price agreement documenting this no cost change should be written. The FHWA has been contacted and their approval for this change has been obtained.

RWE/ag
Attachs.
cc E. S. Hunter
C. O. Fredrickson
H. A. Schell
T. G. Thompson
M. A. Craft
C. E. Payton

NOTED
E. S. HUNTER

RECEIVED
APR 25 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5

78666

OREGON STATE HIGHWAY DIVISION

Region 2
Room 205, E. Salem Highway Building
2960 E. State Street, Salem, Oregon 97310

1666

April 18, 1973

7693
7966

Greyhound Bus Lines
Senior Transportation Superintendent
509 S.W. Taylor
Portland, Oregon

Dear Sir:

Construction Speeds
Interstate 5

The Highway Division currently has under contract the widening of I-5 between the Hubbard Interchange and the Hayesville Interchange. The projects involve construction of three lanes of continuously reinforced concrete pavement both northbound and southbound for a distance of approximately 22 miles. The northerly nine miles has been under construction for about one year, and the southerly 13 miles is now contracted and work will begin as soon as weather permits.

One of the major problems in projects of this type is traffic control. Speeds must be reduced through areas with restricted side clearances and where men and equipment are working near the highway. To aid in reducing speeds through these areas, reduced speed zoning has been provided by the State Speed Control Board, and "Speed 50" signs have been installed. These signs are exposed immediately prior to and through the areas of the projects where hazards are in existence, and will be exposed, day and night, as long as the hazard remains.

Unfortunately, the traveling public appears to require additional incentive to observe the speed reduction requirements. The Oregon State Police are patroling the area as required to enforce the speed restrictions which have been imposed, and are citing all vehicles; cars, trucks, and busses, in violation of

NOTED
U. S.

these restrictions. In order to simplify their job and ours, we are requesting that you advise your drivers of the speed zoning and urge them to be especially cognizant of the posted speeds. A vehicle the size of those which you operate, moving at reduced speed is an excellent reminder to the other drivers that they are in a restricted speed zone. Conversely, operation of your vehicles at excessive speed may encourage others to do likewise.

We would like to construct these improvements to the freeway as safely as possible, and are doing all we can to minimize the traffic hazards. Our contractors are concerned, we are concerned, and we are sure your organization is concerned with the safety of all the people involved in this sort of an operation. Your cooperation will be a big help in providing a better facility for everyone with a minimum of safety problems.

Very truly yours,

C. O. Fredrickson
REGIONAL ENGINEER

COF/jc

bc H. S. Coulter
Warren Mueller
Ed Hall
Lt. Kezar

SAME LETTER SENT TO: Hamman Stage Lines
Oregon Trucking Associations, Inc.
Trailways Bus Depot

RECEIVED
APR 19 1973
Office of
Assistant State Highway Engineer

7866

April 17, 1973

Collins, Ferris & Volure
Attorneys at Law
225 West Main Street
Medford, Oregon 97501

Attention: Hugh B. Collins

7866

Gentlemen:

This is in reply to your letter of April 13, 1973, concerning the construction speed signing on Interstate 5 north of Salem.

So that your letter may have proper attention, I am forwarding it to Mr. V. B. Klaboe, State Highway Engineer.

Very truly yours,

C. W. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

CWR:dg

cc V. B. Klaboe

HUGH B. COLLINS
JOHN E. FERRIS
LYLE C. VELURE

COLLINS, FERRIS & VELURE
ATTORNEYS AT LAW
225 WEST MAIN STREET
MEDFORD, OREGON 97501

TELEPHONE
(503) 779-4333

April 13, 1973

PLEASE REFER TO
OUR FILE NUMBER:

Secretary
State Highway Commission
Salem, OR 97310

Dear Sir:

There is currently a project or a series of projects (probably the latter) in progress on I5 in Marion County, north of Salem.

As I recall the Standard Provisions of your contract form, signing is the responsibility of the contractor.

People tend to become unobservant through familiarity, and I believe this has occurred in that construction area. Signing is inadequate, but I think the people involved (and this would include your inspectors) are so familiar with the presence of the various projects that they have not noticed that a problem has been created for motorists.

Northbound, speed signing seems adequate and traffic moves accordingly.

Southbound, signing is sporadic, not too apparent, and in some instances we have two posted speeds, one being the regular sign (70) and the other being a definitely smaller and less conspicuous sign a few hundred yards one side or the other of the permanent sign (50). The result is that the ultra cautious motorist will drive no more than 50 without regard to what signs he sees, from the north Marion County line until he reaches the general vicinity of Salem because he cannot hope to tell with any particular accuracy what the posted speed is at any given point unless he is right on top of a speed sign. The situation is compounded by the presence, for miles and without any apparent reason, of plastic red cones in the divider strip--these may be intended to constitute some kind of a warning, or they may be intended to constitute some kind of direction to the workmen. The contractors, your inspectors, and perhaps the police are the only ones who know.

HUGH B. COLLINS
JOHN E. FERRIS
LYLE C. VELURE

COLLINS, FERRIS & VELURE

ATTORNEYS AT LAW
225 WEST MAIN STREET
MEDFORD, OREGON 97501

TELEPHONE
(503) 779-4333

April 13, 1973

PLEASE REFER TO
OUR FILE NUMBER:

Secretary
State Highway Commission
Salem, OR 97310

As a practical matter, the average motorist assumes that the stream of traffic is moving at a proper speed and drives along maintaining his position. The situation is such that there must be several hundred inadvertent speed violations during any given day.

This situation must be quite frustrating to the unfortunate members of the Oregon State Police assigned to cover this particular area and I would assume that they draw a lot of flack from motorists who unthinkingly want to know why it is they, rather than some other member of the stream of traffic, have been singled out by the police officer to be stopped. The answer is, of course, that the police play no roll in posting the signs, and without the use of road blocks there aren't enough State police in the State of Oregon to stop 50 percent of the motorists who drive along I5.

Your designation of an inspector with a fresh outlook to go check that signing situation would probably be helpful. I appreciate that the regular inspectors are becoming so used to the area that they quite likely do not note matters of this sort.

Sincerely,

Hugh B. Collins

HBC:jd

RECEIVED
APR 16 1973
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

4-16-73

5

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-5-5(38)250

STATE PROJECT NO.
WOODBURN INTERCHANGE - HAYESVILLE INTERCHANGE SEC.

FROM:
VERNON V. CUSACK
ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
MARION

7866

ITEM NO.
I-520

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

7866

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

Orig to

RECEIVED STATE HWY ENGR
APR 18 '73
REFER TO
FOR
Info
Invest
R/D
O/R
Sign
Act
File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	4-16-73	INTERSTATE ROUTE 5
		STATE ROUTE NUMBER: PACIFIC HIGHWAY #1

GENERAL LOCATION:

NOTED
A.E. JOHNSON

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH THE FUNCTIONAL REPLACEMENT CONCEPT FOR THE DWELLING TO BE ACQUIRED ON FILE #47491 - UNITES STATES OF AMERICA.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [X] OTHER (Specify) RELOCATION PAYMENTS.
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

ACQUISITION OF FILE NUMBER 47491 - UNITED STATES OF AMERICA WILL BE IN ACCORDANCE WITH PARAGRAPH 5 OF PPM 80-8 AND 25 CFR PART 161, 293 AND 451.

APPROPRIATE PLANS, SPECIFICATIONS AND ESTIMATE REQUIRE FHWA APPROVAL BEFORE FINAL AGREEMENT WITH THE U. S. DEPARTMENT OF INTERIOR (CHEMAWA INDIAN SCHOOL).

RELOCATION PLAN DATED JANUARY 19, 1973 IS APPROVED.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-16-73	C. Matthews for	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7866

bc: A. E. Johnson
S. Coulter
F. L. Hall
C. O. Frederickson
E. J. Hall
J. W. Valentine

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

NOTED
A. E. JOHNSON

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

April 12, 1973

Burlington Northern Inc.
1401 NW Hoyt Street
Portland, OR 97207

Mr. B. F. Moy

Permit of Entry
Woodburn Int.-Hayesville Int. Sec.
Pacific Highway
Marion County
FAP No. I-5-5(36)260
Contract No. 7866
R/W File: 47417

Dear Sir:

We received from your Seattle office a Permit of Entry dated November 30, 1972, which is unacceptable to the State at this time due to a disagreement of the value of the amount of easement contained in this agreement, and Paragraph I of the Permit of Entry which is the "hold harmless" clause, which is unacceptable to the State. We would like to request at this time a new Permit of Entry be prepared to allow us and our contractor to enter the areas indicated on the original Permit of Entry. The description given in the November 30 right of entry letter is accurate and suitable for this use.

Also, in this right of entry request is that a private haul road crossing, 30' in width, be granted at Railroad Station 2439+85. This haul road crossing is for the use of the contractor in hauling materials from the "Austin" borrow source located south of Chemawa Road. This private crossing permit could be incorporated into the finalized agreement.

It would be greatly appreciated if this right of entry could be expedited inasmuch as the above section of highway is presently under contract and it is the desire of our contractor to enter the Austin borrow source as soon as possible and the private crossing permission will be necessary for him to do this. If you require any further information in regard to this matter, please contact me.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

RECEIVED
STATE HWY ENGR
APR 12 '73
REFER TO
FOR
Hato | Pwrss | R/D | C/R | Sign | Act | File

JEC:jly

cc: Burlington Northern - Seattle
Burlington Northern - St. Paul

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

FEDERAL AID PROJECT NO. I-5-5(36)260 # 7866

7866 LETTER OF APPROVAL AND/OR AUTHORIZATION 4-11-73

STATE PROJECT NO. WOODBURN INTERCHANGE - HAYESVILLE INTERCHANGE

FROM: VERNON V. CUSACK, ACTING DIVISION ENGINEER, SALEM, OREGON

PROGRAM NO.

COUNTY NAME: MARION

ITEM NO. I-731

PROGRAM STAGE (Check) [ ] 1. [X] 2.

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED STATE HWY ENGR APR 12 '73 REFER TO FOR Info Invest R/D Sign File

Orig filed 4-13-73

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	APRIL 11, 1973	INTERSTATE ROUTE 5
		STATE ROUTE NUMBER: PACIFIC HIGHWAY 1

NOTED
A. E. JOHNSON

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH THE ACTUAL ADJUSTMENTS FOR THE BONNEVILLE POWER ADMINISTRATION'S (BPA) FACILITIES EFFECTIVE APRIL 11, 1973. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $122,000.00 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) UTILITY ADJUSTMENT.
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
OUR PROGRAM MEMORANDUM DATED 11-27-72 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 2-14-69 AND PPM 30-4.1 DATED 11-29-72.

WE APPROVE THE AGREEMENT WITH BPA CONSISTING OF YOUR UTILITY OFFICE ENGINEER'S LETTER OF APRIL 5, 1973, THE TRUST AGREEMENT BETWEEN THE STATE AND BPA AND THE PLANS AND ESTIMATE FURNISHED BY MR. CARTWRIGHT'S APRIL 5, 1973 LETTER.

RECEIPT OF MR. CARTWRIGHT'S APRIL 2, 1973 AFFIDAVIT OF THE BPA'S PROPERTY RIGHTS IS ACKNOWLEDGED.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-11-73	C R Burghardt for	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO V. V. Cusack, Acting Division Engineer
Federal Highway Administration

DATE April 4, 1973

FROM L. H. Young
Office Engineer

SUBJECT Project No. I-5-5(38)260
Woodburn Intchge.-Hayesville Intchge. Section
(File 47491 - United States of America)

We hereby request your authorization to proceed with the relocation assistance and incidental expenses required on the above listed property on the subject project. The location of the property is as outlined in red on the enclosed sketch map.

The enclosed copy of Mr. Chatwood's memo of March 29, 1973 sets forth the estimated cost of the relocation and incidental expense and further, that acquisition will be handled in accordance with Paragraph 5 of PPM 80-8 and 25 CFR Part 161, 293 and 451 and will be based on a functional replacement basis.

Enclosed also is a copy of Mr. Werner's memo of January 19, 1973 which provides information in regards to the relocation needs of the persons to be relocated and indicates that within a reasonable period of time prior to displacement a comparable replacement dwelling will be available for each displaced person. Relocation assistance will be provided from Mr. Rod Henry's office at 2960 State Street.

Our State relocation program is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons as provided in PPM 80-1-71.

Enc.
CL:pr

cc: J. R. Oakes
R. N. Chase
M. R. Mitchell

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, [illegible], & Portland, Ore.

bc C. T. Keaney
Walt Hart
L. H. Young
Attn: Vince Gallagher
C. O. Fredrickson
E. S. Hall
William Geibel (SAIF)

7866

March 16, 1973

Gordon H. Ball, Inc.
P. O. Box 807
Renton, Washington 98055

Gentlemen:

The State Highway Commission on March 16, 1973, accepted your proposal for work on the Woodburn Interchange-Hubbardville Interchange Section of the Pacific Highway in Marion County in the amount of $20,340,000 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval was received and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7866.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

You are reminded of the requirements included in the EEO Special Provisions for On-The-Job Training . The fourth paragraph of the Special Provision requires that you must receive approval of . . . . .the number of trainees to be trained in each selected classification . . . . . before you can commence construction. This may be accomplished at the pre-construction conference but no work can be started until this matter is resolved.

The completion date for all work under this contract is September 15, 1973.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

bc
Enclosures

cc Gordon H. Ball, Inc., Danville California

FORM S-50 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7866

Salem, Oregon
March 12, 1973

SUBJECT: Radio Communications
Freeway Projects

To: H. S. Coulter
Asst. State Highway Engineer-Operations
STATE HIGHWAY BUILDING

7866

Attached are two reports from Resident Engineer Ed Hall and a report from Region Construction Engineer Gerald Wimer regarding the use of two way radios in the Resident and Assistant Resident Engineers' cars on the Hubbard-Woodburn and Woodburn-Hayesville Interchange projects on I-5 north of Salem. 7643 7866

Because of the traffic volumes and speeds involved and the length and complexity of these two projects, it appears that radio communications would be very advantageous.

If the old 50 watt mobile radios mentioned by Mr. Wimer are available for use, I recommend that they be installed as outlined.

Please advise your decision.

C. T. Keasey
Construction Engineer

CTK:fr

Attach.

cc: Gerald Wimer

RECEIVED
MAR 12 1973
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

3-13-73

FORM 5-60 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 6, 1973

Salem, Oregon

SUBJECT: Radio Communications
Freeway Projects

To: C. T. Keasey
CONSTRUCTION ENGINEER

Attached are February 9th and 26th reports from Resident Engineer, E. J. Hall, recommending mobile radios be assigned his Woodburn Intch.-Hayesville project. His latter report includes data on mobile telephone rental rates.

Rapid means of communication are needed not only on his project but also the Hubbard Intch.-Woodburn section. This is because accidents can occur or contractor's activities necessitate immediate contact. Delays could result in costly mistakes or legal liabilities.

It is, therefore, recommended that each of the Resident Engineers and Asst. Resident Engineers on these two projects have their cars equipped with a State owned mobile radio. This would amount to 9 units. At an estimated cost of $800 each, we could estimate a total $7,200 immediate and maintenance expenditure with the units having a ten year remaining life after these projects are completed. The mobile telephones would be 2 1/2 times as expensive.

May we have your early approval so these necessary means of communication can be made available in a timely manner.

Approximately 1/2 of these units could be transferred to Maintenance for the critical Maintenance winter months.

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/sr

cc: Jim Chaney
Ed Hall

PS: Have subsequently learned there are old 50 watt mobile radios that could be made available. These apparently have adequate coverage. They would cost $50 each for installation and have an approximate monthly maintenance cost of $6 each. These costs should be charged against the appropriate construction prefix.

FORM E-30 6M 8-66 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 26, 1973

RECEIVED
FEB 28 1973
RE TCE RME RTE ROE
ULE GEO TA FILE

To:
Mr. C.O. Fredrickson
Regional Engineer
EAST SALEM HWY BUILDING

Att: G. W. Wimer
Reg. Const. Engineer

SUBJECT: Report on Mobile Telephones

Pursuant to your request, I checked into the use of mobile telephones as an alternate to the use of mobile radios in some of our vehicles on the Woodburn Inter.-Hayesville project.

Salem area has 2 channel mobile telephones, generally covering the area from Albany to Wilsonville. Due to the present load on the system, approximately 143 mobile phones, they recommend installation of 2 channels. Costs are as follows:

Installation	= $85.00
Monthly rental, 1 channel	= 38.00
" , 2 channel	= 41.00
Horn relay, monthly rental (Car horn sounds when called)	= 0.90

Monthly rental rate includes 30 minutes of calling time, however; each call placed from the mobile is charged a full three minutes even if time is less, so the first ten - three minute calls are included in the rent. All additional calls within the 20 mile coverage are $0.30 each. Calls placed from an office phone to the mobile also are charged $0.30. Minimum rental time is one month and parts of months are pro-rated.

Main advantages - mobile to mobile contact plus regular phone service in 20 mile area from Salem.

Disadvantage - crowded channels.

An additional item available is a "Bellboy", a transistor call radio about the size of a king size package of cigarettes. This unit is assigned a seven digit phone number which anyone can call by dialing the number, at which time a recording will answer and say, "the bellboy will ring as soon as you hang up". When the buzzer sounds on the bellboy, the person carrying it then calls his office to see who is calling. This requires, of course, that the person calling the bellboy also call the number assigned to the bellboy and leave his number for the return call. Monthly rental on these are $19.50 per month.

Advantages - low rental rate and no installation costs.

Disadvantages - very limited service, no contact between units on the job.

Report on Mobile Telephones

I would estimate that a 2 channel mobile phone would probably average at least two calls per day for a monthly rental rate of $56.00. Based on a three year project this would be an installation and rental cost of about $2,000.

According to Radio Engineer Charles Johnson, a new solid state mobil costs about $582 with an estimated life of 15 years and a yearly maintenance cost of about $75.00 Thus a mobile radio in a three year project would have a cost of about $800 and have a remaining life of 10 years or more.

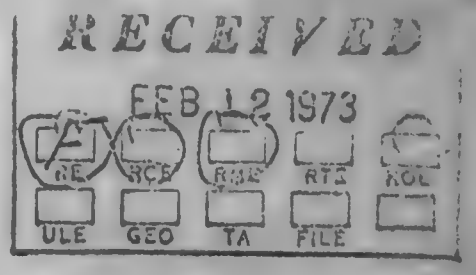
L. J. Hall
Resident Engineer

FORM E-20 5M 5-68 SP 6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 9, 1973



SUBJECT: Radio Communications
Woodburn Inter. -
Hayesville Inter. Section
Pacific Highway (I-5)
Marion County

To:
Mr. C.O. Fredrickson
Regional Engineer
EAST SALEM HWY BUILDING

Att: Mr. G. W. Wimer
Region Const. Engineer

Due to the size and complexity of the subject project, I would strongly recommend that the cars driven by the supervisory personnel assigned to this project be equipped with mobile radios so that contact can be maintained between the supervisors, the Region and the District Engineers.

The survey crews are presently using one set of walkie-talkie radios on highway channels and one set of 3 channel citizen band radios operating under a highway division license.

The state radios are being worked basically on channel C, which is unused in this area, while Channel B is available for contact with the Region and the DE's office when required. These are excellent sets and will generally reach Salem from any area on the project and have a range of set to set of about six miles.

I would recommend that at least one more pair of same type state radios be assigned to this project.

The citizens band sets are limited in distaNce due to "skip" and other sets working in the same channels but they are generally satisfactory for communication between members of the same survey party.

E. J. Hall
Resident Engineer

RECEIVED
STATE HWY ENGR
FORM E-20 (REV. 10-69)
MAR 13 73
REFER TO
Coulter
FOR
Info | Engr | R/D | Dir | Secy | Att | File

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
MAR 14 1973
Office of Assistant State Highway Engineer

March 12, 1973
Salem, OR 97310

NOTED
R. S. SCHEER

To: C. W. Head
Secretary
State Highway Commission

BUILDING
78606

SUBJECT: Construction Agreement
Woodburn Int.-Hayesville Int. Sec.
Pacific Highway 7866
Marion County
Project No. I-5-5(36)260
PUX 718 SXF 478
R/W Files: 43318

RAILROAD COMPANIES
FILE No. 742

sent 3/20/73 JS.

The State's fully-executed counterpart of the above-captioned agreement has been handed to Velda De Guire for processing, after which it will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

The Bridge and Construction Sections will be required to adhere to Sections 2, 3, 6, 8, and Exhibit "B" of the agreement pertaining to the construction to be performed by our contractor and by the railroad forces.

The Maintenance Section will be required to adhere to Sections 6, 7, 8 and Exhibit "B" should any further maintenance of the highway require work by a contractor.

The Accounting Section will ultimately be required to audit and pay the bill for work performed by the railroad forces set forth in Exhibit "A" of this agreement, and the Bridge Division will be required to approve this bill before the Accounting Section performs its audit.

Section Heads should review this agreement and acquaint themselves with the responsibilities their Section must bear in fulfilling this agreement.

J. E. Chidsey
Railroad and Utility Engineer

JEC:jly
Attach.

cc: ~~A. E. Johnson~~
C. T. Keasey w/att.
D. H. Moehring "
W. J. Hart "
V. E. Skoog "
R. N. Chase " (4)
J. L. Sollis "
C. O. Frederickson "
J. W. Valentine "
E. J. Hall "*

*NOTE: Please send to your District Engineer when project is completed.

BP*02475.704

78606

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

March 1, 1973

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

Mr. E. A. Kendrew

Easement Description
Chemawa Road Grade Crossing
Woodburn Int.-Hayesville Int. Sec.
Pacific Highway
Marion County

Dear Sir:

Enclosed are two copies of the description for the easement necessary for the relocated grade crossing of your facilities by Chemawa Road. Please review this description and if you find it satisfactory, please include it in the grade crossing agreement.

If there is any additional information you require to prepare the agreement, please contact me.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Enclosures

cc: Southern Pacific - San Francisco w/2 copies description

NOTED
E. S. HUNTER

bc: R. E. Johnson
H. S. Coulter
F. L. Hall
L. E. George
C. O. Frederickson
J. W. Valentine

RECEIVED
STATE HWY ENGR
MAR 2 '73
REFER TO
FOR
Info | Review | R/D | D/R | Sign | Act | File

RECEIVED
MAR 5 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5

D-8700-B

Southern Pacific Transportation Company

One Market Street • San Francisco, California 94105

M. M. WILLIAMSON
CHIEF ENGINEER-SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER
C. E. NEAL
ASSISTANT TO CHIEF ENGINEER

February 26, 1973

RECEIVED
STATE HWY ENGR
MAR 1 '73
REFER TO
FOR
Hdq. Sys. Dis. Dir. Bus. Act. File

78606

RECEIVED
MAR - 1 1973
UTILITY UNIT

W. J. JONES
ENGINEER MAINTENANCE OF WAY
AND STRUCTURES-SYSTEM
M. F. DULLY
DISTRICT ENGINEER
R. E. FRAAIE
DISTRICT ENGINEER

IN REPLY PLEASE REFER TO

911421/322
O-0-69-2

NOTED
H. S. COULTER

City of Salem (2)
City Hall
Salem, Oregon 97301

Attn: Mr. B.T. Van Wormer
Director of Public Works

Gentlemen:

The Oregon State Highway Division has informed us of the necessity to temporarily install on our property an 8-inch water line for purpose of by-passing an existing water line, the location of which is in conflict with the reconstruction of Interstate 5 Freeway (Chemawa) Overhead Crossing No.C-722.4-A.

It is our understanding the work of installing and removing the by-pass water line will be performed by the City of Salem or its contractor. Therefore, in order to allow the City of Salem, hereinafter referred to as "City", to proceed with intended work, the Southern Pacific Transportation Company, hereinafter referred to as "Railroad", hereby permits the City, its employes, agents and contractors to enter immediately upon the property of Railroad northwesterly of the track for the purpose of installing and removing said water line shown on print of City's Department of Utilities Drawing No.W.O. 73W1, sheet 1 of, checked January 9, 1973, attached hereto and made a part hereof.

The permission herein granted is subject to the following conditions:

1) The work upon and adjacent to Railroad property is to be performed in accordance with plans and specifications subject to approval of Railroad.

2) City agrees to assume all cost of installing and removing said water line and to reimburse Railroad for any expenses incurred in connection therewith.

RECEIVED
MAR 2 1973
Office of
Assistant State Highway Engineer

3) City shall notify Railroad at Office of Division Superintendent, P.O. Box 4346, Portland 97208, or telephone (503) 228-8181, Extension 245, 72 hours in advance of commencing each phase of the work on Railroad's property.

4) Materials shall not be piled or stored nor equipment parked closer than 10'0" horizontally at right angles from center line of nearest railroad track.

5) Opened excavations adjacent to the track shall be provided with barricades, signs or other adequate warning, except red lights, and shall be provided with substantial covers at night or when left unattended.

6) The City shall comply with the rules and regulations of Railroad or the instruction of its expresentatives in relation to the proper manner of protecting the tracks and property of Railroad and the traffic moving on such tracks.

7) As soon as the work of reconstructing the Chemawa Overhead permits, the temporary by-pass water line shall be removed from property of Railroad and said property shall be restored to a condition satisfactory to Railroad.

8) In event the work contemplated herein shall be let to a contractor, such work on Railroad property shall not be commenced until said contractor executes Railroad's standard form of contractor's agreement.

9) This permit of entry is temporary and shall expire automatically upon completion of removal of the temporary pipe line or on September 30, 1975, whichever occurs first.

If the foregoing is satisfactory, please arrange for acceptance on behalf of the City on the duplicate copy of this letter and return it to us.

Yours very truly,

H. M. WILLIAMSON
Per J.A.H.

ACCEPTED this day of

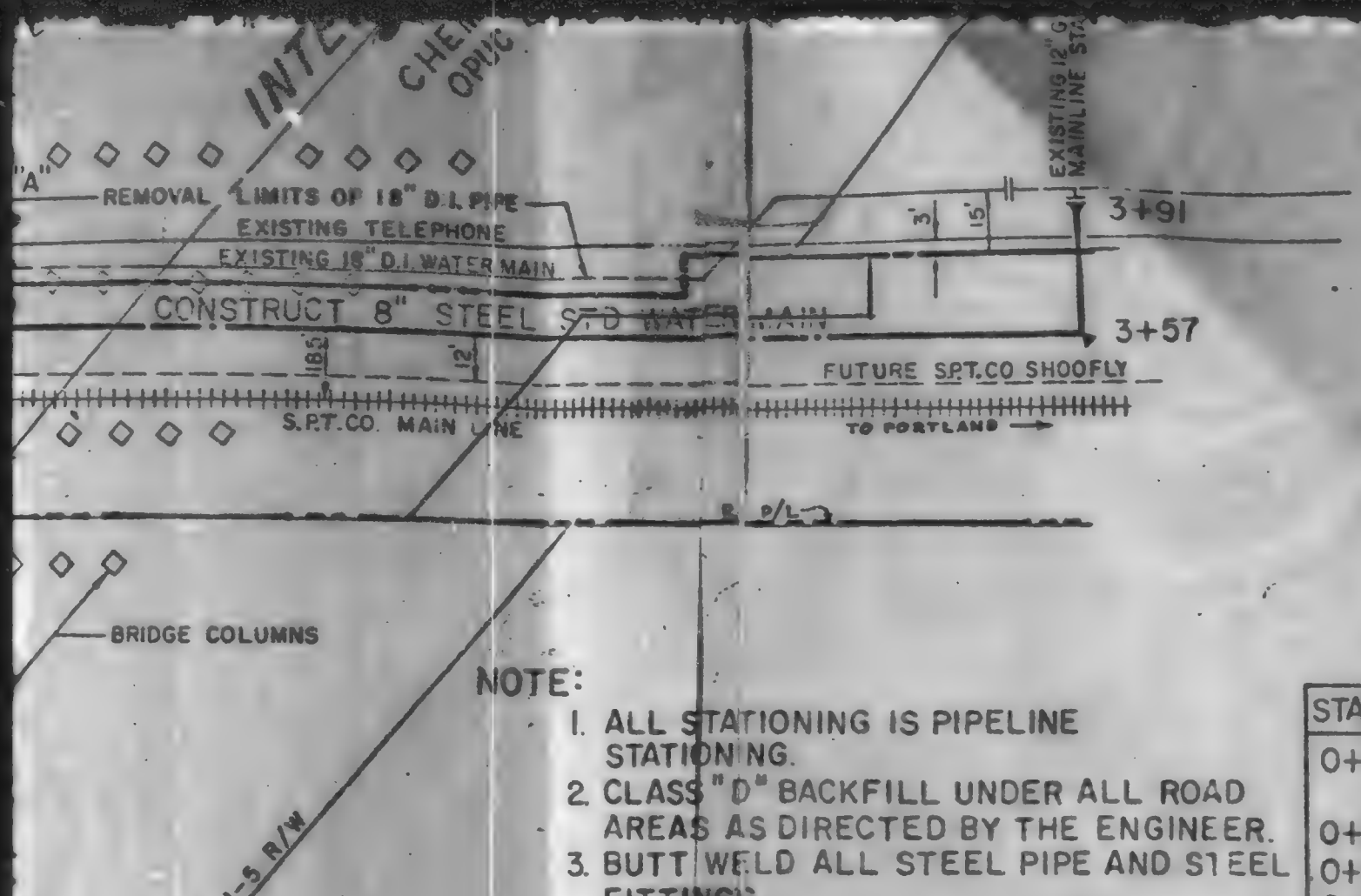
1973 on

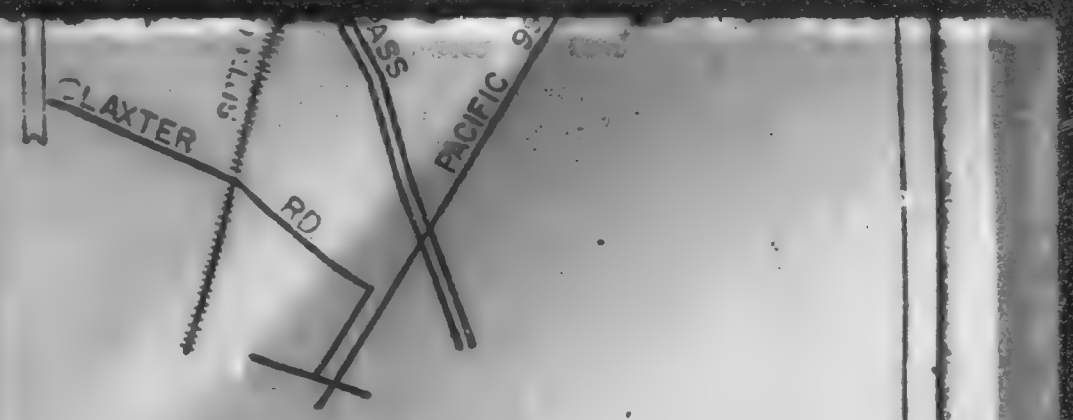
behalf of City of Salem

by_____
Title

cc: Mr. James E. Chidsey
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

XC: Mr. A E Johnson
C J Keasey
C O Fredericksen
J W Valentine



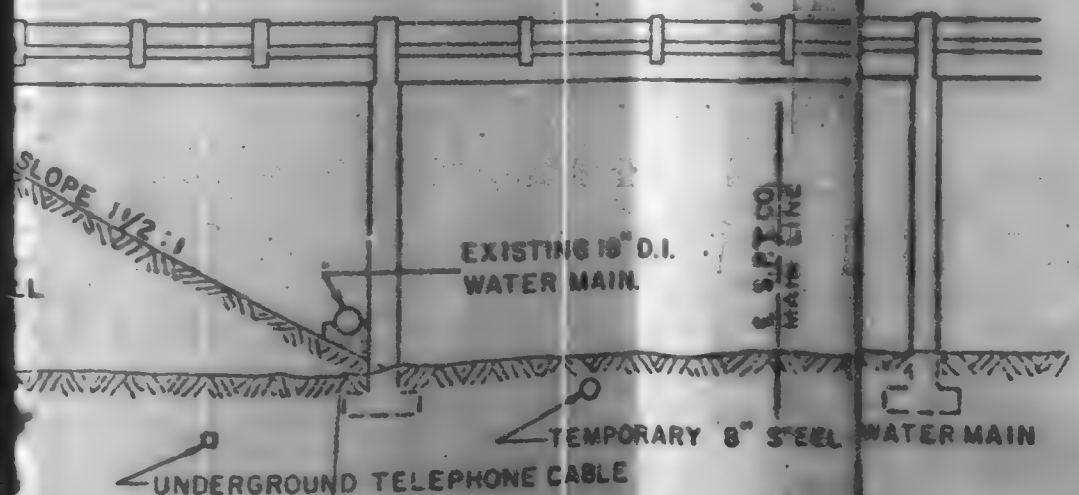


VICINITY MAP
SCALE 1"=2000

NOTE:

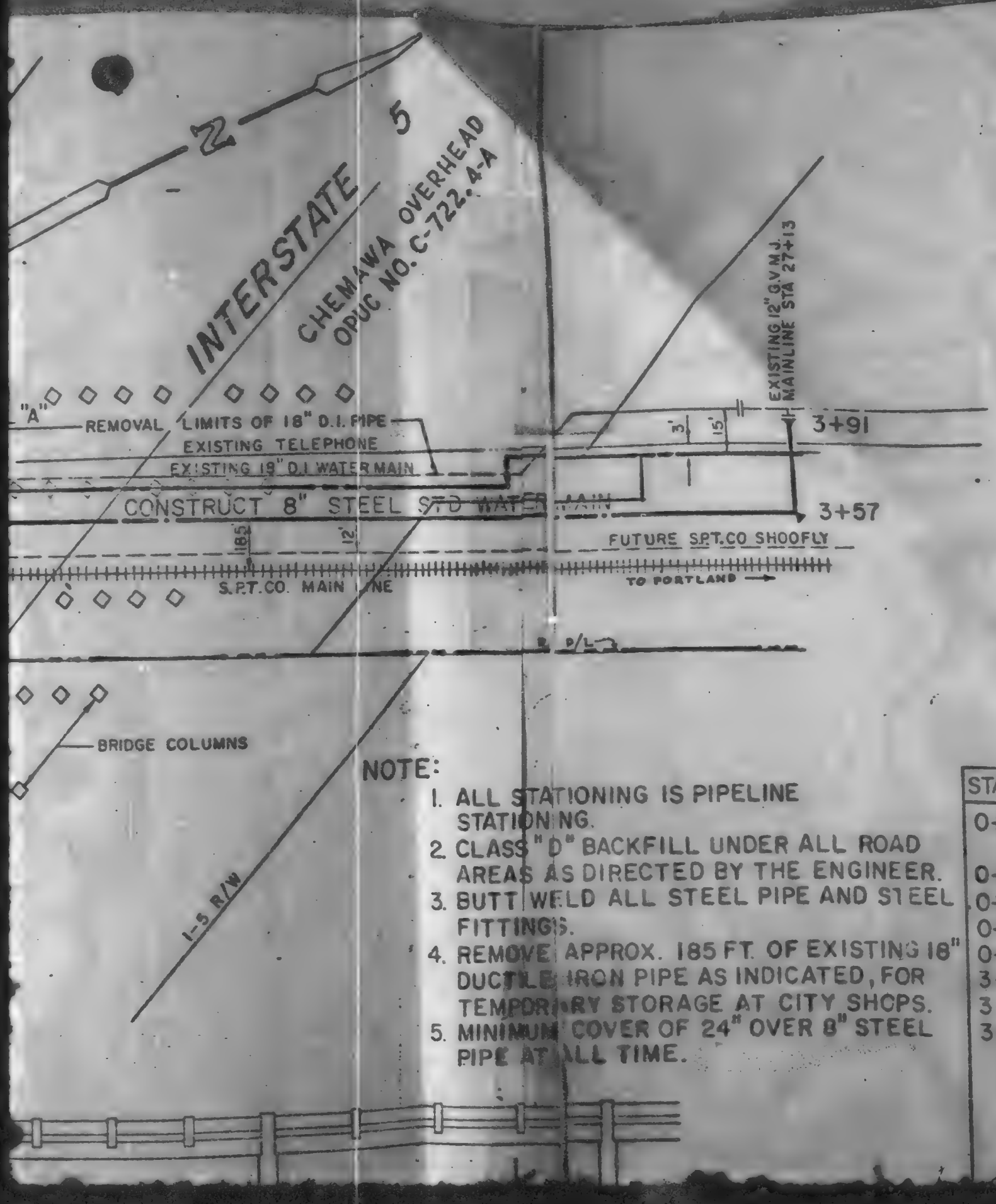
1. ALL STATIONING IS PIPELINE STATIONING.
2. CLASS "D" BACKFILL UNDER ALL ROAD AREAS AS DIRECTED BY THE ENGINEER.
3. BUTT WELD ALL STEEL PIPE AND STEEL FITTINGS.
4. REMOVE APPROX. 185 FT. OF EXISTING 18" DUCTILE IRON PIPE AS INDICATED, FOR TEMPORARY STORAGE AT CITY SHOPS.
5. MINIMUM COVER OF 24" OVER 8" STEEL PIPE AT ALL TIME.

STATION	
0+00	CUT-IN 18"X6" TEE, 3 BELL 18" B.F.V. M.J. (NORTH)
0+03	6" GV. M.J., TIEROD TO TEE
0+04	6"X8" INCREASER, P.E.-M.J. L.E.MJ
0+05	8" ADAPTER
0+15	8"-90° SHORT RAD. ELBOW & THRUST BLOCK
3+57	8"-90° SHORT RAD. ELBOW & THRUST BLOCK
3+90	8" ADAPTER
3+91	8"X12" INCREASER, P.E.-M.J. S.E. MJ REMOVE 12" PLUG, M.J. (SOLID) CONNECT TO EXISTING 12" G.V., M.J.



ELEVATION OF OVERPASS
SCALE 1"=20'

CITY OF SALEM
DEPARTMENT OF UTILITIES
TEMPORARY WATER MAIN FOR
CHEMAWA OVERCROSSING
WITHIN
SOUTHERN PACIFIC R/W



VICINITY MAP
SCALE 1" = 2000

NOTE:

1. ALL STATIONING IS PIPELINE STATIONING.
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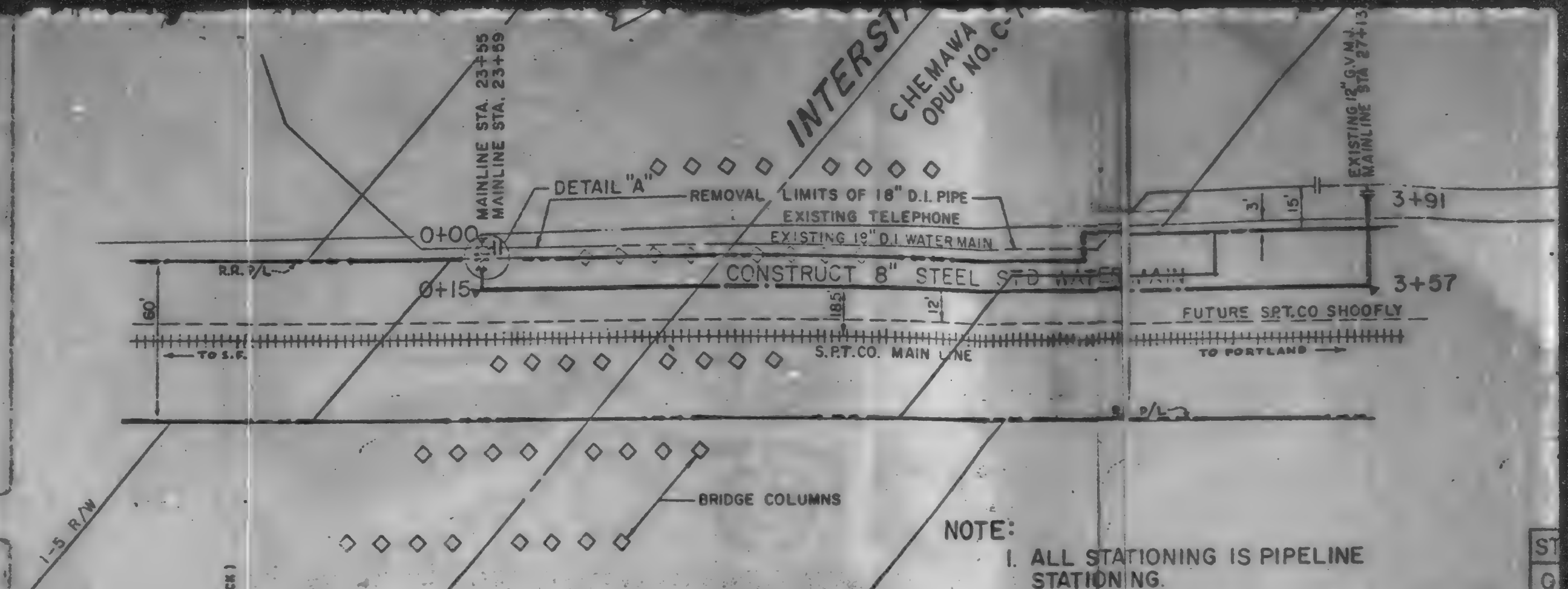
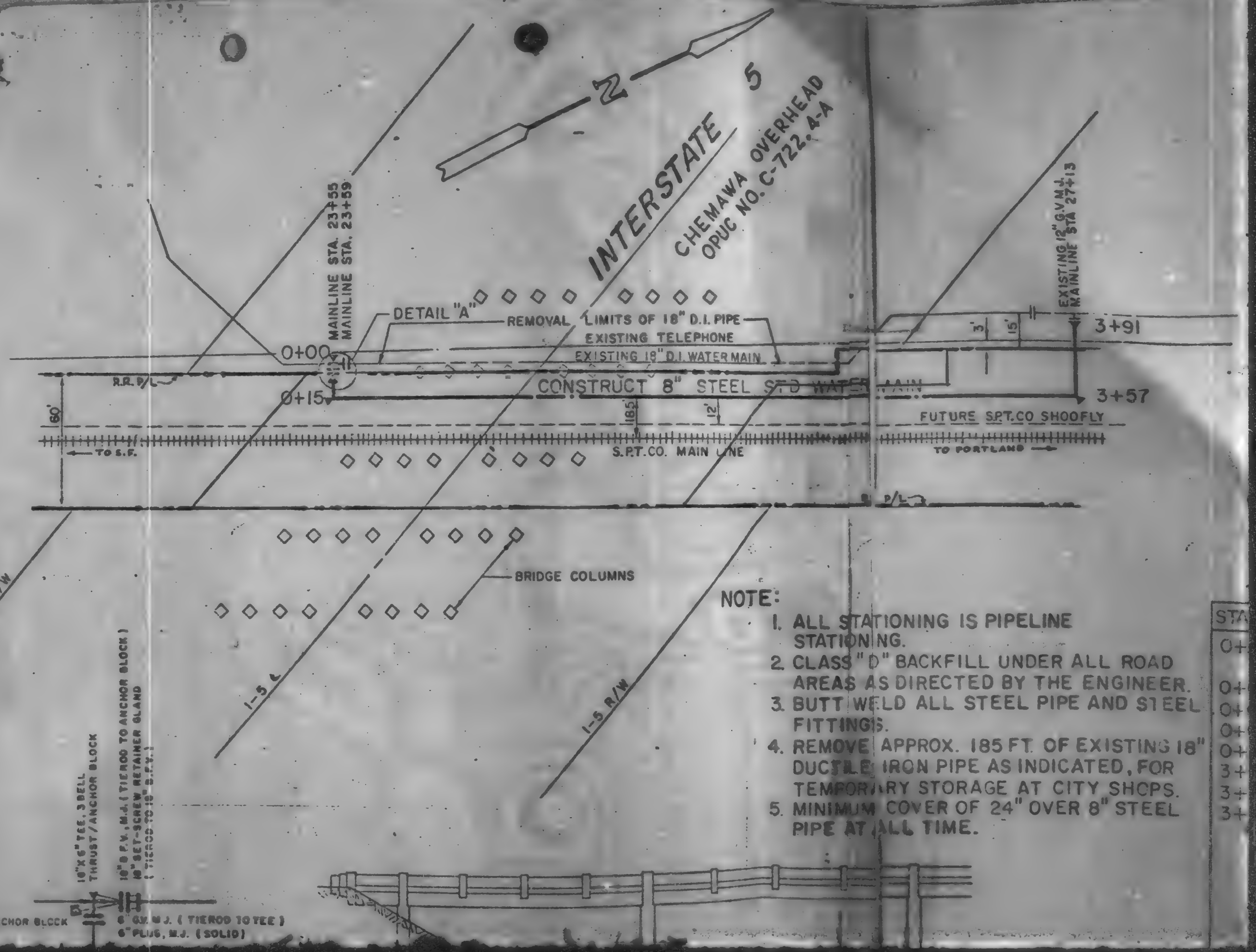
3. BUTT WELD ALL STEEL PIPE AND STEEL FITTINGS.
4. REMOVE APPROX. 185 FT. OF EXISTING 18" DUCTILE IRON PIPE AS INDICATED, FOR TEMPORARY STORAGE AT CITY SHOPS.
5. MINIMUM COVER OF 24" OVER 8" STEEL PIPE AT ALL TIME.

STATION	
0+00	CUT-IN 18"X6" TEE, 3 BELL
	18" B.F.V. M.J. (NORTH)
0+03	6" G.V. M.J., TIEROD TO TEE
0+04	6"X8" INCREASER, P.E.-M.J. L.E.MJ
0+05	8" ADAPTER
0+15	8"-90° SHORT RAD. ELBOW & THRUST BLOCK
3+57	8"-90° SHORT RAD. ELBOW & THRUST BLOCK
3+90	8" ADAPTER
3+91	8"X12" INCREASER, P.E.-M.J. S.E. MJ
	REMOVE 12" PLUG, M.J. (SOLID)
	CONNECT TO EXISTING 12" G.V., M.J.


INTERSTATE
CHEMAWA
OPUC NO. C-
MAINLINE STA. 23+55
MAINLINE STA. 23+69
DETAIL "A"
REMOVAL LIMITS OF 18" D.I. PIPE
EXISTING TELEPHONE
EXISTING 18" D.I. WATER MAIN
CONSTRUCT 8" STEEL STD WATER MAIN
EXISTING 12" G.V.M.J.
MAINLINE STA 27+13
3+91
3+57
0+00
0+15
R.R. P/L
60'
185'
12'
3'
15'
FUTURE SP.T.CO SHOOFLY
TO S.F.
S.P.T.CO. MAIN LINE
TO PORTLAND
P/L
BRIDGE COLUMNS
I-5 R/W
I-5 ℄
I-5 R/W
NOTE:
1. ALL STATIONING IS PIPELINE STATIONING.
2. CLASS "D" BACKFILL UNDER ALL ROAD AREAS AS DIRECTED BY THE ENGINEER.
3. BUTT WELD ALL STEEL PIPE AND STEEL FITTINGS.
4. REMOVE APPROX. 185 FT. OF EXISTING 18" DUCTILE IRON PIPE AS INDICATED, FOR TEMPORARY STORAGE AT CITY SHOPS.
5. MINIMUM COVER OF 24" OVER 8" STEEL PIPE AT ALL TIME.
16"X6" TEE, 3 BELL THRUST/ANCHOR BLOCK
16" B.F.V., M.J. (TIEROD TO ANCHOR BLOCK)
16" SET-SCREW RETAINER GLAND (TIEROD TO 16" B.F.V.)
ANCHOR BLOCK
6" G.V. M.J. (TIEROD TO TEE)
6" PLUG, M.J. (SOLID)
DETAIL A
SLOPE 1 1/2 : 1
FILL
EXISTING 18" D.I. WATER MAIN.
S.P.T.CO. MAIN LINE
TEMPORARY 8" STEEL WATER MAIN
UNDERGROUND TELEPHONE CABLE
ELEVATION OF OVERPASS
SCALE: 1" = 20'



NOTE:

1. ALL STATIONING IS PIPELINE STATIONING.
2. CLASS "D" BACKFILL UNDER ALL ROAD AREAS AS DIRECTED BY THE ENGINEER.
3. BUTT WELD ALL STEEL PIPE AND STEEL FITTINGS.
4. REMOVE APPROX. 185 FT. OF EXISTING 18" DUCTILE IRON PIPE AS INDICATED, FOR TEMPORARY STORAGE AT CITY SHOPS.
5. MINIMUM COVER OF 24" OVER 8" STEEL PIPE AT ALL TIME.

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UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

7866

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

February 21, 1973

Oregon Electric Railway Company
1101 NW Hoyt Street
Portland, OR 97207

ATTENTION: Mr. H. F. Moy
Regional Manager of Engineering

RE: PUC Application
Woodburn Interchange-Hayesville
Interchange Section
Pacific Highway
Marion County
FAP No. I-5-5(36)260

Dear Sir:

After checking out the various aspects of the relocation of the Chemawa Road grade crossing, we have concluded that the cantilever arm lengths of 26 feet and 35 feet are acceptable. Also, the short gate arm for the pedestrian-bicycle traffic is not required.

In regard to the State paying 75 percent of the maintenance costs for the new crossing, it is our position that maintenance of highway grade crossings of railroads is an obligation of the railroad company involved. If you wish to pursue this matter further, we will accept the decision of the Public Utilities Commissioner.

I wish to apologize for the delay in answering your letter, and in the future will attempt to respond more rapidly.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

NOTED
E. P. KLABOE

JEC:jly

cc: K. E. Wyckoff - BNI St. Paul
bc: ~~F. B.~~ Klaboe
A. E. Johnson
W. J. Hart
L. E. George
F. L. Hall
C. O. Frederickson
E. J. Hall
J. W. Valentine
Jack Sollis w/letter
Lon Topaz "

RECEIVED
STATE HWY ENGR
FEB 22 73
REFER TO
FOR
Info | Prepare | R/D | D/R | Sign | Act | File

7866

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

2-16-73

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-5-5(36)260

STATE PROJECT NO.
WOODBURN INTERCHANGE
[redacted]

FROM:
VERNON V. CUSACK
ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
MARION

ITEM NO.
I-731

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED STATE HWY ENGR
FEB 20 73
REFER TO Misc. Utilities, Rail
FOR
Info
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Sign
Act
File

Orig to utilities file 2-20-73

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
FEBRUARY 16, 1973

FEDERAL ROUTE NUMBER
INTERSTATE ROUTE I-5

STATE ROUTE NUMBER
PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:
SALEM, OREGON

NOTED
A. E. JOHNSON

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[ ] OTHER (Specify)

[ ] ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
[ ] OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

THE PROPOSED AGREEMENT WITH THE SOUTHERN PACIFIC TRANSPORTATION COMPANY COVERING THE EASEMENT OF RIGHT OF WAY FILE 43318 SUBMITTED WITH MR. CHIDSEY'S FEBRUARY 8, 1973 IS APPROVED AS TO FORM.

PLEASE FURNISH US WITH THREE COPIES OF THE EXECUTED AGREEMENT FOR OUR FORMAL APPROVAL .

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-16-73	Vernon V. Cusack	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

5

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

7 8 Lo Lo

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

February 16, 1973

Mr. Richard D. Larsen
Regional Manager of Real Estate
Burlington Northern Inc.
820 Central Building
Seattle, WA 98104

ATTN: Mr. Fred S. Wagner

RE: Permit of Entry
Woodburn Interchange-Hayesville
Interchange Section
Pacific Highway
Marion County
FAP No. I-5-5(36)260
R/W File: 47417

Dear Sir:

In reviewing your letter of February 13, 1973, and our files on the above project, I find there is a difference of opinion as to the value of the proposed easement to the Highway Commission at the new grade crossing of the Oregon Electric Railroad by Chemawa Road. Our appraisal of the value of this easement is $465.

If you could furnish us with a copy of your appraisal, we could review it and be in a better position to review our figures and arrive at a fair and equitable settlement.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
cc: H. F. Moy - BNI
bc: A. E. Johnson w/att.
W. J. Hart "
F. L. Hall "
C. O. Frederickson "
E. J. Hall "
J. W. Valentine "
Milner Meade "

RECEIVED
STATE HWY ENGR
FEB 20 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sirn | Act | File

BURLINGTON NORTHERN

INDUSTRIAL AND REAL ESTATE
DEVELOPMENT DEPARTMENT

820 Central Building
Seattle, Washington 98104
Telephone (206) 623-5560 or 624-1900

February 13, 1973

Mr. T. W. Litchfield
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Litchfield:

Re: Permit of Entry Woodburn Interchange-Hayesville Interchange Section Pacific Highway Marion County
R/W File: 47417

Please refer to my letter of November 30, 1972, concerning "right of entry" for the State of Oregon to enter those areas known as Chemawa Road crossing at Bush, Oregon.

A review is now being made pertaining to the State's refusal to indemnify and save harmless the railway as set forth in Paragraph 1 of Page 2 of my letter dated November 30, 1972.

The paragraph concerning easement consideration in the amount of $1,100.00, as set forth in Paragraph 2 on Page 2, should now be agreeable to the State and the Railway Company notified. Upon acknowledgement from our law department, we will inform the State concerning the indemnify and save harmless clause.

Sincerely,

Richard D. Larson
Regional Manager of Real Estate

By: Fred S. Wagner
Fred S. Wagner
Appraiser

FSW/fm

RECEIVED
FEB 15 1973
UTILITY UNIT

NOTED
J. E. CHIDSEY

78666

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-15-73

FEDERAL AID PROJECT NO. I-5-5(36)260

STATE PROJECT NO. WOODBURN INTERCHANGE - HAYESVILLE INTERCHANGE

FROM:
VERNON V. CUSACK
ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME: MARION

ITEM NO. I-731

PROGRAM STAGE (Check) [ ] 1. [X] 2.

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED STATE HWY ENGR FEB 20 73 REFER TO Plan Utility, Ind FOR Info Dsgn Chem Act File

NOTED
A. E. JOHNSON
Orig to Utility Unit 2-20-73

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	DECEMBER 14, 1972	INTERSTATE ROUTE I-5
		STATE ROUTE NUMBER: PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:
SALEM OREGON

GENERAL DESCRIPTION OF WORK:
UPON EXECUTION OF THE AGREEMENT WITH THE SOUTHERN PACIFIC TRANSPORTATION COMPANY BY THE OREGON STATE HIGHWAY COMMISSION, YOU ARE AUTHORIZED TO PROCEED WITH THE WORK COVERED BY THE AGREEMENT.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION
- [X] OTHER (Specify) RAILROAD ADJUSTMENT WORK
- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- [ ] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

THE PROPOSED AGREEMENT WITH THE SOUTHERN PACIFIC TRANSPORTATION COMPANY SUBMITTED WITH MR. LITCHFIELD'S DECEMBER 5, 1972 LETTER IS APPROVED AS TO FORM.

PLEASE FURNISH US WITH THREE COPIES OF THE EXECUTED AGREEMENT FOR OUR FORMAL APPROVAL.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-15-73	Vernon V. Cusack	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

78666

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-15-73

FEDERAL AID PROJECT NO.
I-5-5(36)260

STATE PROJECT NO.
WOODBURN INTERCHANGE - HAYESVILLE INTERCHANGE

FROM:
VERNON V. CUSACK
ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
I-731

COUNTY NAME
MARION

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

NOTED
A. E. JOHNSON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
JANUARY 17, 1973	JANUARY 17, 1973	INTERSTATE ROUTE I-5
		STATE ROUTE NUMBER: PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:
SALEM, OREGON

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH RAILROAD PROTECTIVE SERVICES IN THE AMOUNT OF $35,000.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION
- [X] OTHER (Specify) RAILROAD PROTECTIVE SERVICES

- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- [ ] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

RECEIVED
STATE HWY ENGR
FEB 20 '73
REFER TO
Rwy-utility Unit
FOR
INFO | APP | SIG | FILE | RET | YES

Orig to
2-20-73

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-15-73	Vernon V. Cusack	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Form FHWA-121 (1

UNITED STATES GOVERNMENT

Memorandum

7866

TO : MR. GEORGE M. BALDWIN, ADMINISTRATOR OF HIGHWAYS
SALEM, OREGON

FROM : VERNON V. CUSACK, ACTING DIVISION ENGINEER
SALEM, OREGON

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

BOX 300
SALEM OR 97308

DATE: FEBRUARY 15, 1973

In reply refer to: 10-35-EC

SUBJECT:

OREGON PROJECT I-5-5(38)260
WOODBURN INTERCHANGE - HAYESVILLE SECTION
FILE # 47491 - UNITED STATES OF AMERICA

YOUR REQUEST OF JANUARY 29 FOR AUTHORIZATION TO PROCEED WITH THE ACQUISITION OF THE SUBJECT PARCEL IS BEING HELD PENDING COMPLETION OF REQUIREMENTS OUTLINED IN PPM 80-8.

RECEIVED
STATE HWY ENGR
FEB 16 '73
REFER TO
FOR
Items | Invest | R/D | D/R | Sign | Act | File

Only - R/W
2-20-73

A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

78666

February 14, 1973

Mr. R. S. Everett, Vice President
Engineering and Construction
H. A. Anderson Company
P. O. Box 13367
Portland, Oregon 97213

Dear Mr. Everett:

Re: Woodburn Interchange-
Hayesville Interchange
Pacific Highway
Marion County

This is in reply to your letter of February 7, 1973, requesting some clarification of specifications on the Woodburn Interchange-Hayesville Interchange project.

We are clarifying the points you made by an addendum letter which you will be receiving by registered mail in the near future.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

CGS:jh jf

bc: F. B. Klaboe
A. E. Johnson
L. H. Young
C. O. Fredrickson
Ed Hall

COMMERCIAL AND INDUSTRIAL CONTRACTORS

INCORPORATED

3427 N. E. HALSEY STREET • PORTLAND, OREGON 97232
MAILING ADDRESS: P. O. BOX 13387 • PORTLAND, OREGON 97213 • AREA CODE 503-235-8661

February 7, 1973

RECEIVED
STATE HWY ENGR
FEB 8 '73
REFER TO
Hunter
FOR
Info | Moves | R/D | R/R | Sign | Act | File

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Fred B. Klaboe

Reference: Woodburn Interchange - Hayesville Interchange
Pacific Highway - Marion County
Project 1-5-5 (36) 260.

Dear Sir:

We require a clarification of the specifications governing the above reference project to be bid 9:00 a.m. February 22, 1973, particularly with regard to bid item 8 of the Bid Schedule entitled "Borrow Excavation."

The Special Provisions Section 106.03 refer to certain mandatory borrow sources, with certain restrictions and requirements that relate solely to procedures concerning opening up of certain areas and the final appearance upon completion of the work. The Special Provisions also state under the heading of Section 203 that "Excavation and embankment shall be performed in conformance with Section 203 of the Standard Specifications . . . . ."

The Standard Specifications Section 106.03 (b-3) describe a "mandatory" source in detail, the opening sentence to 106.03 (b) would indicate that this particular Section (b-3) relates to the mandatory borrow sources and in addition (b-3) states that "any required special processing of the excavated material from "mandatory" sources will be set forth in the special provisions, and any processing required in addition to that so specified will be classed as Extra Work."

The Standard Specifications Section 203.12 define Borrow and certainly the mandatory borrow sources described in the special provisions fall under this category as they are "outside of, separated from and independent of

RECEIVED
FEB 9 1973
OFFICE ENGINEERING SECTION

RECEIVED
FEB 9 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

INCORPORATED
POST OFFICE BOX 13387
PORTLAND, OREGON 97213

planned roadbed excavation or other required excavation within the project limits . . . . ." Paragraph (b) of the same section states "Borrow materials provided for general embankment construction shall be . . . . free of . . . . excessive moisture etc."

The Standard Specifications Section 203.42 and the Special Provisions 203.43 both state that "watering of materials from mandatory sources to provide compaction . . . . ." will be performed and paid for in accordance with Section 233.

The Standard Specifications Section 203.41 state that "the moisture content of materials at the time of compaction shall be within plus 2 or minus 4 percentage points of the optimum moisture . . . . ."

The Standard Specifications Section 203.44 refer to removal of excess moisture encountered in excavations.

Observations in the field and of laboratory analysis of the materials in the mandatory borrow sources, including analysis made at the time of low water table and presumably the better excavating time of the construction season(s) shows that the mandatory borrow sources do not meet the Standard Specifications for borrow material, the plastic index is way, way too high and the moisture content is excessive and in our opinion will require special processing at the mandatory borrow sources to meet the criteria of moisture content and density tests when placed in the embankments.

OUR POINTS ARE THUS:

1. In view of the fact that the Special Provisions are silent on the matter of special processing at the mandatory borrow sources.

2. In view of the fact that the mandatory borrow sources do not meet the State's own criteria for borrow materials.

3. In view of the fact that the State is prepared to pay for the addition of water to material from the mandatory borrow sources.

4. In view of the fact that somewhat in excess of 950,000 cubic yards of the mandatory borrow sources material has to be placed in embankments by approximately July 31, 1974 in order to meet the October 15, 1974 deadline for completion of all work between stations 1149+00 and

INCORPORATED
POST OFFICE BOX 13367
PORTLAND, OREGON 97213

1680+00 specified in the Special Provisions.

5. Will the State pay for the required special processing as Extra Work per Standard Specifications Section 106.03 (b-3).

6. Does the State expect the successful contractor to abide by the Standard Specifications Section 203.44 Removal of Excess Moisture.

Due to the conflict of specifications that exist, we request clarification of items (5) and (6) above in the form of a revision letter to all prospective bidders.

Very truly yours,

H. A. ANDERSEN CO.

R. S. Everett, Vice President
Engineering and Construction

RSE:jdb

cc: Al Johnson
J. B. Boyd
Ed Hall
Rogers Construction Co.
Hannan Bros. Co.
Matich Construction Co.

OREGON STATE HIGHWAY DIVISION

78666

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 13, 1973

TO: G. L. Green, Division Engineer
Federal Highway Administration

FROM: ORIGINAL SIGNED JOHN R. OAKES
John R. Oakes, Assistant R/W Engineer

SUBJECT: File 47491 - U.S.A.
Woodburn Interchange-Hayesville Interchange Sec.
Pacific Highway
Marion County

NOTED F. B. KLABOE

You have requested data to supply the reasons that this file was not negotiated at the time we negotiated for the other property needed for I-5 and I-305 from the Bureau of Indian Affairs.

When this project was first proposed, the property on this side of the railroad tracks was to be acquired by Marion County. The right of way and construction on this side of the railroad would be their responsibility.

I find that on November 6, 1972, Mr. Hunter wrote to Mr. Green and requested that this responsibility be taken as part of the Interstate program, and the right of way and construction be assumed by the State and Federal Highway Administration. A copy of this letter is attached. For this reason this right of way did not become the State's responsibility until the Federal Highway Administration approved Mr. Hunter's request.

JRO:ha
att.
cc F. B. Klaboe
A. E. Johnson
L. H. Young
V. E. Skoog
W. H. Haskin

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STATE HWY ENGR
FEB 14 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

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FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

78666

Salem, Oregon

DATE February 12, 1973

TO Memorandum to the Files

Marion A. Craft

FROM Marion A. Craft
Foundation Engineer

SUBJECT Foundation Data
Woodburn-Hayesville Section
Marion County

On February 6, 1973, in Don Beecroft's office, representatives from the Morrison-Knudsen Company, Mr. Clifford J. Nopp and Mr. John Rol, were handed foundation data sheets and drill logs for the structures on this section.

On February 7, 1973, they looked at the soil samples in the Bridge Section drill crew lockup.

MAC/ag

cc C. O. Fredrickson
E. J. Hall

624-1089

5

FORM S-30 (REV. 10-69)

RECEIVED
STATE HWY ENGR
JAN 26 73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

78666

Salem, Oregon
January 25, 1973

To: MEMO TO THE FILE

SUBJECT: Structure Length
Lake Labish
Woodburn-Hayesville Section
Pacific Highway

Further exploration and investigation done by Mr. Fred Yarbrough indicated a peat lens approximately 17 feet below the surface on the north end of the present structure. This lens was erratic and even though settlement in the present highway is not indicated, it appears advisable to increase the length of the structure 25 feet on the northbound, 1736+85, and an additional 50 feet on the southbound structure for an end of structure of 1736+60. This decision was conveyed to Mr. Frank Hall by telephone.

J. B. Boyd
REGIONAL ENGINEER

JBB/jc

cc: A. E. Johnson
Frank Hall
Victor Wolfe
Fred Yarbrough
Ed Hall
Walt Hart

NOTED
A. E. JOHNSON

57

1-25-73

OREGON STATE HIGHWAY DIVISION

7866

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 25, 1973

Mr. Glen L. Green
Oregon Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

MISC. CONTRACTS and AGREEMENTS No. 4655

SUBJECT: Oregon Project I-5-5(-)260
Woodburn-Hayesville Section
Throughway Agreement
City of Woodburn

Refer to: 10-35-DB

Dear Mr. Green:

Attached hereto are two conformed copies of a Throughway Agreement covering right-of-way acquisition, utility adjustments, construction, and future maintenance responsibilities for subject section of I-5.

An advance copy of this agreement was mailed to you under the date of November 2, 1972.

Please review the terms of this agreement and, if your concurrence is required, notify this office and original copies from the Highway Commission files will be presented for the proper signatures.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

H. S. Cox

H. S. Cox
County and City Engineer

NOTED
C. W. HEAD

HSC:ljt
Att.

cc: R. L. Schroeder
L. H. Young
L. I. Lindas
C. W. Read

78666

Salem, Oregon
January 24, 1973

Agenda Item in
January 23 Commission meeting

Mr. David H. Moehring
Right of Way Engineer

Attention: Ted Litchfield

RAILROAD COMPANIES
FILE No. 742

Attached are two copies of an agreement with Southern Pacific Transportation Company for reconstruction of the Chemawa Overcrossing on I-5 north of Salem.

Please have the Railroad Company date and sign this agreement. We have retained a xerox copy until the fully executed original is returned for the Commission's files.

C. W. Head, Secretary

fkm
Att.

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7866

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

RECEIVED
STATE HWY ENGR
JAN 23 '73
REFER TO
FOR

January 23, 1973

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97208

ATTENTION: Mr. E. A. Kendrew
Assistant Engineer

RE: Temporary Watermain Relocation
City of Salem
Woodburn Interchange-Hayesville
Interchange Section
Pacific Highway
Marion County
Project No. I-5-5(36)260
Your File: GMO 69599
0-0-69-2

Gentlemen:

An 18-inch watermain, owned by the City of Salem, located on State Highway right of way in the westerly fill slope of the Chemawa Overcrossing (known as Chemawa Overhead Crossing No. C-722.4-A) is in conflict with the proposed construction of the subject project and must be temporarily relocated.

In our telephone conversation of December 28, 1972, you tentatively agreed to allow the installation of a temporary 8-inch bypass line on Railroad property. The temporary line will remain there only for the duration of the reconstruction of the overcrossing structure.

Attached are two copies of a plan prepared by the City of Salem for the installation of the 8-inch bypass watermain. These plans are being submitted for your use in preparing an appropriate temporary permit to the City of Salem.

Your expedited handling of this matter will be greatly appreciated.

Very truly yours,

T. W. Litchfield
Railroad and Utility Engineer
By
Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

bc: A. E. Johnson
W. J. Hart w/att.
J. B. Boyd "
F. L. Hall "
Don Beecroft "
E. J. Hall "
J. W. Valentine "

NOTED
A. E. JOHNSON

JMC:jly
Attach.
cc: Southern Pacific - San Francisco w/2 sets of plans

FORM B-37

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7866 Salem, Oregon

DATE January 17, 1973

TO Mr. A. E. Johnson
Deputy State Highway Engineer

FROM Walter J. Hart
Bridge Engineer Walter J. Hart

SUBJECT Test Pile Installation
Woodburn-Hayesville Section
Pacific Highway

NOTED
A. E. JOHNSON

To determine if steel pipe piling will be satisfactory for use on the subject project a test pile installation is necessary. A savings of approximately $100,000 could result from the use of the steel piling in lieu of the prestressed concrete piling.

It is proposed that one prestressed concrete pile be driven together with two steel pipe piles of different thicknesses. If it is found the steel pipe pile is a satisfactory substitute for the prestressed concrete piling that is shown on the contract plans, a revision letter to the prospective bidders could be mailed at an early date. The bid opening for this project is presently scheduled for February 22.

We have the tentative verbal approval of the Federal Highway Administration.

May we have your approval to accomplish this work by field purchase order rather than contract agreement which could not be processed soon enough to afford the bidders an ample opportunity to review.

RJW:dh

cc E. S. Hunter
L. H. Young
V. E. Skoog, Attn. R. A. Schuler
J. B. Boyd

cy- Walt Hart and 1-17-73

RECEIVED
JAN 18 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Approved 1-17-73
Deputy Asst. State Hwy. Engr.

NOTED
E. S. HUNTER

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JAN 19 1973
FOR FILING
7866

January 17, 1973

To Oregon State Highway Commission

From F. B. Klaboe
State Highway Engineer

Subject Footpaths and Bicycle Trails
January 25 and February 22 Bid Lettings

Bids will be taken January 25 and February 22 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376 is shown for each project.

January 25 Bid Letting

1. Terrebonne-Bend Section

The Dalles-California Highway, Deschutes County

Grade, Pave & Structures Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2 (b) which states that "Footpaths and trails are not required to be established . . if . . the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

The primary purpose of this project is to provide passing lanes in four locations plus one additional left-turn refuge area, all within the existing right of way.

2. Central Business District (Corvallis) Section

Pacific Highway West, Benton County

Signals Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. City-wide Traffic Signals (Medford) Section

Various City Streets (47 Intersections), Jackson County

Grade, Pave & Signal Project

Same as No. 2

4. Willamette River-Orleans Section

Corvallis-Lebanon Highway, Linn County

Slope Protection Project

Same as No. 2

5. Redwood Highway at Lister St. (Cave Junction) Section

Redwood Highway, Josephine County

Same as No. 2

February 22 Bid Letting

1. Woodburn Interchange-Hayesville Interchange Section

Pacific Highway, Marion County

Grade, Pave, Structure, Illumination & Signing Project

Sidewalk/bicycle facilities will be provided on the freeway overcrossing structures and not along the freeway, as alternate bike routes will be available along other roadways which connect the population centers. It is felt that with the other the other available ways the cost of establishing a bike trail along the freeway would be disproportionate to the use.

This was previously on the agenda for the December 12 meeting.

2. Cape Arago Highway-Woodland Drive Section

Empire-Coos Bay Highway, Coos County

Grade, Pave & Signals (Cooperative) Project

Sidewalk/bicycle facilities will be provided on both sides of the project throughout its length.

3. U.P.R.R. O'xing, Hood River (Button) Bridge Section

FAS-349, Hood River County

Grade, Pave & Structure (Cooperative) Project

A five-foot sidewalk is provided along the length of the project.

4. NE 166th Ave-NE 190th Ave Section

FAS 730 (NE Halsey St), Multnomah County

Grade and Pave Project

Gravel footpaths and concrete sidewalks will be provided throughout the project. This was previously on the agenda for the September 19 meeting. This is a county project.

5. Willamette Overflow (Harrisburg) Bridge Section

Albany-Junction City Highway, Lane County

Structure Project

A sidewalk/bicycle facility will be provided along one side of the highway throughout the length of the project.

These matters will be on the agenda for the January 23 meeting and your approval is recommended.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
Victor D. Wolfe
J. B. Boyd
J. H. Versteeg
Gary Ross
Gary Sund

JDM:mc dpy

RECEIVED
JAN 19 1973

FORM 7866

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C

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 17, 1973

TO Mr. A. E. Johnson
Deputy State Highway Engineer

FROM Walter J. Hart
Bridge Engineer Walter J. Hart

SUBJECT Test Pile Installation
Woodburn-Hayesville Section
Pacific Highway

NOTED
A. E. JOHNSON

To determine if steel pipe piling will be satisfactory for use on the subject project a test pile installation is necessary. A savings of approximately $100,000 could result from the use of the steel piling in lieu of the prestressed concrete piling.

It is proposed that one prestressed concrete pile be driven together with two steel pipe piles of different thicknesses. If it is found the steel pipe pile is a satisfactory substitute for the prestressed concrete piling that is shown on the contract plans, a revision letter to the prospective bidders could be mailed at an early date. The bid opening for this project is presently scheduled for February 22.

We have the tentative verbal approval of the Federal Highway Administration.

May we have your approval to accomplish this work by field purchase order rather than contract agreement which could not be processed soon enough to afford the bidders an ample opportunity to review.

RJW:dh

cc E. S. Hunter
L. H. Young
V. E. Skoog, Attn. R. A. Schuler
J. B. Boyd

cy- Walt Hart and 1-17-73

Asburry Swenson) 1-18-73

Approved 1-17-73

Dep. State Hwy. Engr.

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FOR FILING

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

7866

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

January 10, 1973

TRIAL DIVISION

JOHN E. MOORE
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. GRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE D. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MC CULLOCH
FRANK C. MC KINNEY
EARL M. PRESTON
R. KEN ROBERTS
JIM G. RUSSELL
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
Assistant Attorneys General

Mr. Fred B. Klaboe
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Re: In the matter of the application of the State of Oregon, by and through its State Highway Commission, for authority to widen two existing overcrossing structures over the tracks and right of way of the Southern Pacific Company, approximately one mile south of Chemawa, in the NW 1/4 of the SW 1/4 of Section 1, Township 7 South, Range 3 West, Willamette Meridian, Marion County, Oregon

PUX 718 SXF 478

RECEIVED
STATE HWY ENGR
JAN 11 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
F. B. KLABOE

Dear Fred:

I hand you a copy of Order No. 73-4 issued by the Public Utility Commission under date of January 4, 1973, relative to the above subject matter.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:jm
encs.
cc: C. R. Burghardt
Walter J. Hart
C. T. Keasey
R. N. Bothman
J. B. Boyd
T. W. Litchfield
F. T. Lacey
R. P. Hamilton
H. S. Cox

Order No. 7 3 - 4

Crossing No. C-722.45-A

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 478

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to widen two existing overcrossing structures over the tracks and right of way of the Southern Pacific Company, approximately one mile south of Chemawa, in the NW 1/4 of the SW 1/4 of Section 1, Township 7 South, Range 3 West, Willamette Meridian, Marion County, Oregon.	ORDER

On September 25, 1972, the State of Oregon, by and through its State Highway Commission, duly filed an application with the Commissioner seeking authority to alter two existing overcrossing structures over the tracks and right of way of the Southern Pacific Transportation Company approximately one mile south of Chemawa in Marion County, Oregon. The structures are carried in the Commissioner's log of crossings as Crossing No. C-722.45-A.

By Order No. 45603, dated April 2, 1969, authority to alter the above-mentioned structures was granted. Applicant, in the application herein, requests that Order No. 45603 be declared null and void and a new order be issued. The reconstruction plans set forth in the instant application differ significantly from the plans approved in Order No. 45603. A new order is appropriate.

Copies of the application were duly served upon the Southern Pacific Transportation Company, the City of Salem, Oregon, Pacific Northwest Bell Telephone Company, and the Portland General Electric Company.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 remain in issue and no hearing will be required.

Based upon the application and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions; it is therefore

ORDERED that:

(1) Commissioner's Order No. 45603 is null and void.

(2) Authority to alter the overcrossing structures as requested herein is hereby granted.

(3) Applicant shall perform the alteration and bear all costs thereof.

(4) Applicant shall maintain all highway appurtenances and all of the structures except the railroad facilities, railroad drainage, and railroad tracks and bear all costs thereof.

(5) Southern Pacific Transportation Company shall maintain the railroad facilities, railroad drainage, and railroad tracks and bear all costs thereof.

(6) Railroad shall, if necessary, subject to reimbursement by applicant:

(a) Remove and protect signal and communication lines during the construction period and replace said lines in a permanent location upon completion of the construction.

(b) Construct and maintain a shoofly track to allow for a railroad detour during construction.

(c) Remove the shoofly track after completion of the construction.

After completion, the new structure will have horizontal and vertical clearances equal to, or in excess of, those required by the Public Utility Commissioner. During the construction, however, it will be necessary to require an impaired vertical clearance of 21 feet, 0 inches over the tracks of the railroad, as detailed in the application and drawing 28135 attached thereto. Authority to maintain the impaired clearance as detailed herein is hereby granted.

Made, entered and effective JANUARY 4 1973.

PUBLIC UTILITY COMMISSIONER OF OREGON

DIARMUID F. O'SCANNLAIN
Public Utility Commissioner

Form FHWA-137
(7-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DATE: January 2, 1973

FIELD TRIP REPORT
(See instructions on reverse)

TO: Hugh B. Henry, Chief
Design Division
Portland, Oregon

FROM: Andy Muñoz, Jr.
Regional Soils Engineer
Portland, Oregon

INCLUSIVE DATES: From December 26, 1972 To

ITINERARY

Portland, Oregon to Salem, Oregon and return.

PURPOSE

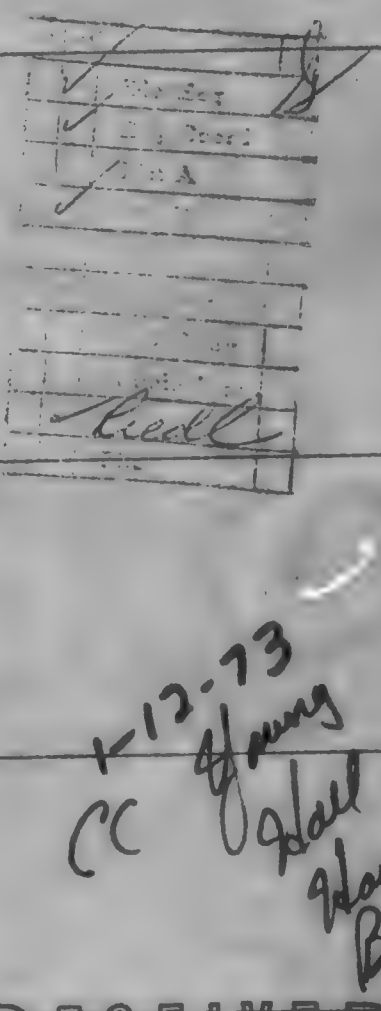
To meet with Division and State engineers to evaluate alternates and make final decision on scheme to use on a Lake Labish deposit section of I-5 which has given the State continual settlement problems since initial construction.

PRINCIPAL CONTACTS

(See Attached)

ACCOMPLISHMENTS OR RESULTS

(See Attached)



SUBSEQUENT ACTIONS TAKEN

(None)

RECOMMENDATIONS

(See Attached)

OTHER PERTINENT ITEMS

(None)

NOTED
E. B. HUNTER

RECEIVED
JAN 11 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1-12-73
CC Young
Hall
Hunt
Boyd
Wolfe
Ste
Dave
Scott comment

cc: Oregon Division ✓

Replaces Form PR-13 (R 2-63) which is obsolete.

PRINCIPAL CONTACTS:

Oregon State Highway Division

Mr. E. S. Hunter - Assistant State Highway Engineer
Mr. Bruce Boyd - Region Engineer
Mr. F. W. Yarbrough - Soils Engineer
Mr. Frank L. Hall - Design Engineer

FHWA

Mr. Glenn Hossner - District Engineer

ACCOMPLISHMENTS or RESULTS:

As a result of a meeting held with the State on December 8, 1972 (my trip report dated December 11, 1972) it was decided that the State had not accumulated sufficient data to allow for a complete evaluation of the in-place treatment alternate. An exploration program was outlined to obtain the necessary data during this meeting.

A cross-sectional plot of this subsurface data clearly showed the soft soil layer to be continuous and at a very shallow depth in the widening area where approximately six feet of fill would be required. My major concern here is that a small stability failure or some continued settlement may occur in this widening area which might result in pavement failures.

Another approach considered was that of lowering the grade approximately four feet. This would lower the load distributed to the clay-peat soil and thus reduce the potential settlement and the stability problem. The State has estimated the cost differential between the grade change and the structure alternate to be approximately $80,000.00. (See attached State memorandum from Boyd to Hunter.) The State indicated that lowering the grade approximately two feet would not change the estimate significantly.

Due to this small cost difference between alternates and the fact that the bridge alternate would provide a final and permanent solution to this troublesome area it was agreed to go with the structure.

- more -

RECOMMENDATIONS:

I recommended that the State Soils Engineer be given the opportunity to comment on the stability of the proposed excavation of the clay-peat soil of less thickness. If his analysis indicates that the excavation may result in some instability he should work closely with the Design Section in formulating the construction procedure. Field instrumentation may be required to warn of any impending failures.

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JAN 8 - 1973
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7866

G. L. Green, Division Engineer
xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

January 5, 1973

L. M. Young
Programing Engineer

Woodburn Intchge.-Hayesville
Intchge. Section
Oregon Project No. I-5-5(36)260

In response to verbal discussions with Mr. Burghardt, we are placing a notice in the news media in the form of a preadvertising announcement for the subject project, copy attached.

This action is being taken to notify interested contractors as to the anticipated advertising schedule and the availability of plans and specifications for the purpose of submitting bid proposals.

We plan to publish the preadvertising announcement on Jan. 9, 1973, request advertising authorization for a formal advertisement on Jan. 17, 1973, and receive bids on Feb. 22, 1973.

DAR:bb
Attach.
cc: F. B. Klaboe
E. S. Hunter
C. T. Keasey
W. J. Hart
C. G. Swenson
R. N. Chase

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-9 (REV. 6-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

ION NO. | W.O.

PROJECT LOCATION (45 typewriter spaces)			FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPR. CODE	ITEM NO.
I-5 Salem to Woodburn	ADT	23,900	44,100	92	10	Oregon	35	042	731

OF PROPOSED WORK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER-AGR. NO.	I PROJECTS ONLY: POST MI.	DESIG.
T Pave, 13 Strs, RR Sig.								I-	5-5(36)	260	

DERAL FUNDS [1]	COUNTY NAME	CODE
Interstate	Marion	047

AN AREA	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE	U.S.
Salem & Woodburn	Interstate	I	I-5	1	I-5

COUNT	WORK: U.I.	WORK: TYPE	STEM	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
	42	43 - 46	53					(54) (58)	(59) (66)	(67) (70)		
		PE		ITEM AS NOW PROGRAMED	731	I-5-5(36) 260	I-5 Salem to Woodburn "Woodburn Intchge.- Hayesville Intchge. Sec."	13.33	25,370,000	23,408,000	1,962,000	Gr., dr., H.T. pave., 10'R and L shldrs., const. 2 o'xing strs. and 10 u'xing strs. (Br. length 4,180'), illum., RR sig.
		ROW										
		CONST					PROJECT TOTAL	13.33	25,370,000	23,408,000	1,962,000	
		PE		REQUESTED REVISION	731	I-5-5(36) 260	I-5 Salem to Woodburn "Woodburn Intchge.- Hayesville Intchge. Sec."	13.33	25,734,000 (10) (23)	23,744,000 (24) (38)	1,990,000	Gr., dr., H.T. pave., 10'R and L shldrs., const. 2 o'xing strs., 10 u'xing strs. and 1 viaduct (Br. length 4,520'), illum., RR sig.
		ROW										
		CONST					PROJECT TOTAL	13.33	25,734,000	23,744,000	1,990,000	

or PR-9 has been submitted at 7 days. Yes ☐ — PROJECT WITHDRAWN YES ☐

CODE 11 — CODE 2

REASON FOR CHANGE:

splitting into two or more projects. Prepare a form PR-1 for all cts resulting from such action.

-OVER-

APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
ember 27, 1972	DATE: January 5, 1973	DATE	DATE
	SIGNATURE	SIGNATURE	SIGNATURE
	Programing Engineer	TITLE	TITLE

transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

USCOMM-DC 40909-P61

OF THIS FORM ARE OBSOLETE AFTER 7-1-61

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO H.Q.

FORM PR-9 (REV. 4-61)

Budget Bureau No. 41-R2068; A

U.S.

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD	REPORT NUMBER (10-20)	PROJECT LOCATION (45 typewriter spaces) (21-65)			FUTURE YEAR (66-72)	REGION (74-75)	STATE NAME
2		I-5 Salem to Woodburn	ADT	23,900	44,100 / 92	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 spaces) (28-62)	NATL. FOREST (63-65)	FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER	
			FH ROUTE NO (66-68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72-73	PL AUTH YR 74-75	PREFIX LETTER(S) 14-23	NUMBER-AGR. NO.
3	Gr, Dr, HT Pave, 13 Strs, RR Sig.								I-	5-5(36)

CARD	CLASS OF FEDERAL FUNDS [1]	COUNTY NAME			
4	Interstate	Marion			
	NAME OF URBAN AREA (17-31)	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE (32)
	Salem & Woodburn	Interstate	I	I-5	1

CARD	LINE NO.	CHNG CODE	PROJECT COST	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54-56)	PROJECT COST TOTAL COST (59-66)	FEDERAL FUNDS (67-76)	STATE FUNDS	
5					PE ROW CONST		ITEM AS NOW PROGRAMED	731	I-5-5(36) 260	I-5 Salem to Woodburn "Woodburn Intchge.-Hayesville Intchge. Sec."	13.33	25,370,000	23,408,000	1,962,000	Gr., dr and L s o'xing strs. illum.
										PROJECT TOTAL	13.33	25,370,000	23,408,000	1,962,000	
5					PE ROW CONST		REQUESTED REVISION	731	I-5-5(36) 260	I-5 Salem to Woodburn "Woodburn Intchge.-Hayesville Intchge. Sec."	13.33	25,734,000	23,744,000	1,990,000	Gr., dr and L s o'xing strs. a length RR sig.
										PROJECT TOTAL	13.33	25,734,000	23,744,000	1,990,000	

CARD		
1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ——→ CODE 11	CODE 2

REASON FOR CHANGE:

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROV
November 27, 1972	DATE: January 5, 1973	DATE	DATE
OTHER:	SIGNATURE	SIGNATURE	SIGNATURE
	Programing Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

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JAN 4 - 19..

FOR FILING
UTILITY UNIT

RECEIVED
STATE HWY ENGR
JAN 2 '73
REFER TO
FOR
Info | Survey | R/W | Bridge | Sign | Act | File

OREGON STATE HIGHWAY DIVISION

7866

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

January 2, 1973

City of Salem
Department of Utilities
P.O. Box 555
Salem, OR 97301

ATTENTION: Mr. Russell N. Faust
Utilities Engineer

RE: 18-inch Water Main Conflict
Chemawa Railroad Overcrossing
Woodburn-Hayesville Section
Pacific Highway - I-5
Marion County

T. B. KLABOE

Gentlemen:

Reference is made to our letter of December 20, 1972, which advised you of the three alternates for the disposition of the conflict between our proposed construction and your 18-inch water main. The letter also reported that the Southern Pacific Transportation Company had been contacted regarding the accommodation of a temporary by-pass line on railroad right of way during construction of this project.

Southern Pacific replied verbally to the inquiry on Friday, December 28, 1972, and advised that they would permit the temporary installation of an 8-inch by-pass line on their right of way. They directed that the line should be installed 12-feet westerly of the center line of their proposed shoofly (13.5 feet westerly of the center line of existing track). The railroad stated that it would not be responsible for any damage to the water line while occupying railroad right of way. Southern Pacific will give written permission for the temporary occupancy after submission of a plan and profile. The State will assist the City by making a formal request to the railroad for the proposed accommodation of the 8-inch by-pass line.

It is imperative that the State receive your reply as to your choice of method for removing the conflict with your 18-inch water main at the earliest possible date, as the special provisions for our project specifications are presently being finalized. If further information or assistance is required, please contact this office.

bc: T. B. Klaboe
W. J. Hart
J. B. Boyd
C. G. Swenson
Don Beecroft
E. J. Hall
J W. Valentine

Very truly yours,

T. W. Litchfield
Railroad and Utility Engineer
By
Jack M. Cartwright
Utility Office Engineer

JMC:jly

RECEIVED
1972

FOR FILING
FORM E-207

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

RECEIVED
STATE HWY ENGR
DEC 29 '72
REFER TO
FOR
Info | Invest | R/D | C/R | Stip | Acc | File

DATE 7866 December 29, 1972

TO L. H. Young
Programing Engineer

FROM [illegible]
JOHN R. OAKES
John R. Oakes
Assistant Right of Way Engineer

NOTED
F. B. KLABOE

SUBJECT Right of Way Status
FAI Project - February 8, 1973, Bid Opening
Woodburn Interchange - Hayesville Interchange

I certify that to the best of my knowledge the following statement is correct with regard to the right-of-way for the subject project.

All individuals and families have been relocated to decent, safe, and sanitary housing, or adequate replacement housing has been made available to relocatees.

Although all necessary rights of way have not been fully acquired, the right to occupy and to use all rights of way required for the proper execution of this project has been acquired. Trial or appeal of some files may be pending in court, and on some files full legal possession has not been obtained but right of entry has been obtained, the occupants of all lands and improvements have vacated, and the State has physical possession and the right to remove salvage and demolish these improvements with the exception of one file [Hunt] reserved in the specifications.

This certification does not include rights of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utility Unit. These will be certified separately by the Utility Engineer

JRO:JP
cc F. B. Klaboe ✓
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank C. Lowe
M. R. Mitchell

5i

OREGON STATE HIGHWAY DIVISION

78666

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 29, 1972

Mr. Glen L. Green
Oregon Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

Re: Oregon Project I-5-5(-)260
Woodburn-Hayesville Section
Pacific Highway No. 1 (I-5)
Marion County

MISC. CONTRACTS and AGREEMENTS No. 4628

refer to: 10-35-DB

Dear Mr. Green:

Attached are two conformed copies of a Throughway Agreement covering right-of-way acquisition, adjustment of utilities, construction, and future maintenance responsibilities along subject section.

An advance copy of this agreement was forwarded to you under the date of November 21, 1972.

Please give this matter your consideration and, if your concurrence is required, notify this office and original copies from the Highway Commission files will be presented for the proper signatures.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

MCH:ljt
Att.

cc: F. B. Klaboe
R. L. Schroeder
L. H. Young
L. I. Lindas
C. W. Head

NOTED
C. W. HEAD

RECEIVED
JAN 5 1973

RECEIVED
DEC 28 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

78606

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

December 26, 1972
Salem, Oregon

To: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Lake Labish Construction
Woodburn-Hayesville Section
Pacific Highway

D I V I S I O N

The purpose of this memo is to document decisions made on December 26 relative to the above subject problem.

The following personnel were present:

E. S. Hunter, Assistant State Highway Engineer, OSHD
Frank Hall, Design Engineer, OSHD
J. B. Boyd, Regional Engineer, OSHD
Fred Yarbrough, Soils Engineer, OSHD
Andy Muñoz, Regional Soils Engineer, FHWA
Glenn Hossner, District Engineer, FHWA

It was decided, after studying the problem as pointed out in my previous memo of December 26, that the differences in cost were not great enough that the positive approach of building a structure should not be undertaken.

Andy Muñoz was still concerned, after studying the solution information, that there was still a possible problem in lateral stability. It was decided, with the $80,000 figure, that we should proceed with the construction of a structure for a positive solution to the problem.

A profile giving the ends of the structure, along with drill logs and a map showing the location of the core holes, was given to Mr. John Tindall with the information of the decision made. Mr. Tindall will proceed with the final design and work with the Design Engineer on the final traffic patterns to allow for this structure construction.

J. B. Boyd
Regional Engineer

NOTED
E. S. HUNTER

JBB:jf
cc: Frank Hall
C. T. Keasey
Walt Hart
V. D. Wolfe

FORM S-30 (REV. 10-60)

RECEIVED
DEC 26 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

December 26, 1972
Salem, Oregon

To: E. S. Hunter
ASST. STATE HIGHWAY ENGINEER

SUBJECT: Lake Labish Construction
Woodburn-Hayesville Section
Pacific Highway

After all the meetings and study on the above subject location, I still feel that I must recommend that we construct a structure in order to prevent future problems at this location. My reasons are as follows:

(1) COST: The differential in cost between the structure and the grade change are, in my opinion, not relevant. They both are expensive but the differential, if you include the factors to which costs cannot be assigned, those of extra care in handling traffic which will be part of a lump sum and the inconvenience to the public caused by the stage construction, I believe, make this difference inconsequential. I estimate this cost to be $80,000 without credit for the preceding items on attachment "A".

(2) SETTLEMENT: In the locations which we observe the phenomena of settlement, both at Pacific Highway and Pacific Highway East, no settlement curves have been tabulated chronologically. It is my belief from reading the records which are available that this settlement curve may be linear. Our Regional Geologist, Mr. W. R. Fretwell, cites this possibility. His comments are in attachment "B". I cite as one of the factors in this that we have been able to keep this spot patched throughout the period of difficulty. In other words, the patches we have placed on it have been reasonably uniform over the past 15 years.

(3) DIFFICULTY OF CONSTRUCTION: The cost factors for the grade change we indicate are not positive. It is my opinion that the unforeseen construction activities within this area might possibly create expensive remedial actions during the period of construction. In other words, unforeseen failures in the peat, during the unloading procedures, might cause expensive remedial efforts. Also in the final analysis, if our forecasting has been insufficient and our data not conclusive, failing in the concrete pavement would be a very poor result of our not deciding on a positive solution.

As a result of the above reasoning, I must recommend again that we proceed with the construction of the bridge as a final and permanent solution to the problems we have found in the Lake Labish area.

J. B. Boyd
REGIONAL ENGINEER

JBB/sr

cc: Frank Hall
C. T. Keasey
Victor Wolfe

624-1979-910

FORM S-60 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

December 26, 1972
Salem, Oregon

To: J. B. Boyd
REGIONAL ENGINEER

SUBJECT: Labish Foundation Problem
Woodburn-Hayesville

It is my own personal contention that an attempt to surcharge or counterbalance the problem area at Labish would prove, in the long run, to be unsatisfactory. In our past efforts to control the problem on other projects, some amount of differential settlement has always resulted after a period of time.

W. R. Fretwell

W. R. Fretwell
REGIONAL GEOLOGIST

WRF/sr

OREGON STATE HIGHWAY DIVISION

Woodburn Interchange - Lawsonville Interchange Section

Comparison of Costs Station 1728 to 1770

	UNIT	UNIT PRICE	PRESENT PLAN QUANT	PRESENT PLAN AMOUNT	NEW PLAN (4' GRADE CHANGE) SOUTH BOUND STAGE II QUANT	STAGE II AMOUNT	SOUTH BOUND FINAL QUANT	FINAL AMOUNT	NORTH BOUND STAGE II QUANT	STAGE II AMOUNT	NORTH BOUND FINAL QUANT	FINAL AMOUNT
Cement Silic Agg Base	TON	3.75	11311	42,416-	12317	46189-	570	2138-	3923	14,711-	13584	50940-
Lime Treated Subgrade	Sq yd	0.45			14178	6380-			4155	1870-	13689	6160-
Lime for Treated Subgrade	TON	34-			160	5440			47	1598-	154	5236-
Asph. Conc Mixture	TON	6.75	7216	48702-	3491	23564-	3182	21478-	1596	10773-	5463	36875-
Asph. Cem. in Mixture	TON	35-	469	16415-	226	7910-	142	4970-	104	3640-	355	12425-
1"-0 Agg. in Prime	CU YD	6.25	117	731-	110	688-			73	456-	120	750-
C-250 Asph in Prime	TON	80-	21	1680-	20	1600-			13	1040-	22	1760-
Cont. Reinf Conc Pvt	C.Y.	30.40	3913	118,955-			1956	59,462			1956	59,462-
Asph in Tack Coat	TON	100-	2	200-	1	100-	1	100-			1	100-
Removal of Pavement	Lump Sum							5000				5000-
Concrete Barrier	Lin. Ft	11-			2200-	24200			2200	24200		
				$ 229,105		$ 116,271		$ 86393		$ 58233		$ 178708
						$ 202,664				$ 236,941		

$ 439,605
- 9,135'
$ 430,330
+ 35,020
$ 465,350
225,500
685,850

182 243 + Structure

- Radiant Drive

Erosion Devices

460350 - 230915 = 207,435

23295.2
46590
$ 279,542

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheet

Section Woodburn - Hubbard Unit
Highway County Prefix
Length Designer Draftsman Date

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Sta 1725 - 1750						
Emb Fdn Exc	C.Y.	9,074	907.4	9,981.4	2.50	22,500
Rock Emb	"	22,233	2223	24,456	2.70	66,000
						225,500

12-22-72

Sta 1738+00 to 1750+00

Surfacing	$192,700	$193,800	
Structure 2-(850)340	450,000	407,200	
Emb Fdtn Etc	90,500	- $65,470	LESS 26%
Stone Emb	135,000	99,900	
	$868,200	767,870	
Emb Fdtn Etc } Credit	- 15,750	- 58630	26% of distance
Stone Emb. }	- 21,830		
	$830,620		

Structure	$830,620	$767,870	
Grade Change	685,850	$685,850	+ INC. IN Traffic
	$144,770	$80,920	Handling in Stg CONSTRUCTION

Box 300
Salem OR 97308

FILES

December 26, 1972

10-35-DB

G. K. Hossner, District Engineer
Salem, Oregon

Original signed by
G. K. Hossner
Dist. Engineer

Oregon Project I-5-5(36)260
Woodburn-Hayesville Section
Lake Labish Area (Station 1740)

A meeting was held in E. S. Hunter's office this afternoon to finalize proposed treatment for reconstruction of the freeway across the Lake Labish area. Those in attendance were:

E. S. Hunter, Assistant Highway Engineer
F. Hall, Design Engineer
F. Yarbrough, Soils & Geology Engineer
J. B. Boyd, Region II Engineer
A. Munoz, FHWA Regional Soils Engineer
G. K. Hossner, FHWA District Engineer

Previous meetings with the State were inclusive as insufficient data were available on which to base a decision. Basically three alternates have been considered:

1. Surcharge existing roadbed and new embankment area.

2. Lower grade approximately 4 feet on existing embankment and surcharge new embankment.

3. Construct structure approximately 340 feet long to bridge problem area.

NOTED
E. S. HUNTER

Mr. Munoz spent part of the morning reviewing soils information and proposed alternatives with the State's soils people.

Based on the information available (cost estimates, soils data, past maintenance records, past construction records and recommendations of the soils people) it was agreed that the third alternate was most acceptable even though approximately 10% ($80,000) more costly. The decision was based on (1) small estimated cost differential, (2) most positive solution, (3) ease of construction, (4) traffic handling considerations, and (5) inability to conclusively determine settlement which might result in lowering of grade or surcharging.

(more)

cc Young
Hall
Hoot
1-2-73

Regional Engineer Boyd's memorandum of December 26 and comparative estimates are attached.

It is anticipated that bids will be advertised in January with a special letting in February.

Attachment

cc:
Region (10-00.33)
OSHD (M S Hunter)

eh:ast

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JAN 2 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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DEC 28 1972
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

7866

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

December 22, 1972

Burlington Northern Inc.
820 Central Building
Seattle, WA 98104

ATTENTION: Mr. Richard D. Larson
Regional Manager Real Estate

RE: Permit of Entry
Woodburn Interchange-Hayesville
Interchange Section
Pacific Highway
Marion County
R/W File: 47417

Gentlemen:

The Permit of Entry, as included in your letter dated November 30, 1972, allowing us to occupy your property on the above-captioned project will require several modifications before it is completely acceptable to the State.

The State cannot indemnify and save harmless the railway as set forth in Paragraph 1 on Page 2. In lieu of that language, we suggest the following:

"If the State, in the performance of the work herein provided, or by the failure to do or perform anything for which it is responsible under the provisions hereof, shall damage or destroy any property of the Railway, such damage or destruction shall be corrected by the State in the event the insurance carriers fail to repair or restore the same."

The above-quoted paragraph was used in the Permit of Entry granted the State by your Mr. H. E. Hudson's letter to our Mr. Jack L. Sollis dated July 6, 1972, for the Woodson Slide Section on the Lower Columbia River Highway in Columbia County. For your information a copy of that letter is attached hereto.

At this time, the State must review the appraisals made for the easement required by this construction, and therefore is not in a position to agree to the consideration of $1100, as set forth in your Paragraph 2 on Page 2. We suggest in lieu thereof the following language:

> "The State and Railway will negotiate in an attempt to agree upon the consideration to be paid for this easement. In the event the State and Railway are unable to reach an agreement within a period of one year from the date hereof as to the fair compensation to be paid the Railway for the parcels over which the easement is to be granted, State agrees to immediately file and thereafter prosecute with due diligence, a proceeding in eminent domain before a court of competent jurisdiction for the determination of the fair and just value of the property to be occupied by the State."

All other terms of this proposed Permit of Entry are acceptable to the State, and if you will make the above requested changes, we will present this to our Commission for execution.

Your cooperation in this regard will be sincerely appreciated.

Very truly yours,

ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:jly
Attach.

bc: G. L. Green
~~A. E.~~ Johnson
L. H. Young
H. S. Cox
J. B. Boyd
J. W. VAlentine

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DEC 26 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

DEC 21 1972

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OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

RECEIVED
DEC 22 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE December 22, 1972

TO Victor D. Wolfe, Location Engineer
ATTENTION: James McClure

FROM Frank L. Hall
Design Engineer
ORIGINAL SIGNED BY
FRANK L. HALL

SUBJECT Footpaths and Bicycle Trails for
Woodburn Intchg.-Hayesville Intchg. Section

The following items are chargeable to footpaths and bicycle trails on the above-named project:

ITEM NO.	ITEM	UNIT	QUANTITY	ESTIMATED PRICE	AMOUNT
	ROADWORK				
1.	Mobilization	All		5%	$ 7,115.00
16.	Plant Mix Aggregate Base	Ton	1,000	3.75	3,750.00
19.	Asphalt Concrete Mixture	Ton	300	6.75	2,025.00
21.	Asphalt Cement in Mixture	Ton	20	35.00	700.00
82.	Concrete Barrier	Lin.Ft.	1,040	*6.50	6,760.00
				Roadwork Total	$ 20,350.00

* On St. Louis Rd. Type 2A guard rail would have been constructed in lieu of concrete barrier if we did not have the bicycle path. Cost of Concrete barrier $11.00 per lin. ft. Cost of Type 2A guard rail is $4.50 per lin. ft. Difference $6.50 per foot.

STRUCTURES

Bridge No. 7802A	$20,080.00	NOTED
Bridge No. 7851A	17,880.00	E. S. HUNTER
Bridge No. 7855B	39,855.00	
Bridge No. 7847A	51,255.00	
Structure total	$129,070.00	
Grand Total Roadwork and Structures	$149,420.00	

Copies of detailed estimates of costs of bicycle paths on structures are attached herewith.

Width 8'

Length 4840'

Total of all contract items $22,606,646.50
0.66% of contract in foothpaths and bicycle trails.

CGS:jn
Enclosures (4)
cc: E. S. Hunter
L. H. Young
C. T. Keasey
V. E. Skoog
D. A. Ridings
V. L. Gallagher

Woodburn - Hayesville Section
TJS

Marion
12-14-72

Bicycle Path Cost Analysis

Woodburn Intchg. Uxing - Br. No. 7802A

1. Cost based on 3' extra width since 5' sidewalk was necessary whether bicycle path was used or not.
2. Quantities used were only those quantities effected by the wider deck. These include the following bid items:

Bid Item No. 104:	Class AA Concrete	= 2030 yd³ @ $140	=	$284,200
106:	Type III Prestr. Beams	= 24 @ $3500	=	84,000
107:	Prestressing Steel	= 57,800 lb @ $0.50	=	28,900
(superstructure only) → 108:	Reinforcement	= 344,800 lb @ $0.15	=	51,720
111:	Prep. of Slopes	= 900 yd² @ $3.50	=	3,150
112:	Conc. Slope Paving	= 900 yd² @ $8.00	=	7,200
113:	Berm Paving	= 240 yd² @ $9.00	=	2,160
115:	Reinf. Conc. Br. End Panels	= 720 yd² @ $22.00	=	15,840
				$477,170

Actual Deck Area : 71'-3½" x 366' = 26,093 ft²

Bicycle Path Area : 3.0' x 366' = 1,098 ft²

Cost / ft² deck area = $\frac{477,170}{26,093}$ = $18.29 per ft²

Actual cost of Bicycle Path = 1,098 ft² × $18.29/ft² = $20,080

Woodturn - Hayesville Section Marion
TJS 12-14-72

Bicycle Path Cost Analysis

Brooks Intchg. Uxing - Br. No. 7851A

1. Cost based on 3' extra width since 5' sidewalk was necessary whether bicycle path was used or not.
2. Quantities used were only those quantities effected by the wider deck. These include the following bid items:

Bid Item No. 104:	Class AA concrete	= 1860 yd³ @	$140	=	$260,040
105:	Type II Prestr. Bms.	= 24 @	$3000	=	72,000
107:	Prestressing Steel	= 46,700 @	$0.50	=	23,350
(Superstr. only) — 108:	Reinforcement	= 306,500 @	$0.15	=	45,975
111:	Prep. of Slopes	= 900 yd² @	$3.50	=	3,150
112:	Conc. Slope Paving	= 900 yd² @	$8.00	=	7,200
113:	Berm Paving	= 160 yd² @	$9.00	=	1,440
115:	Reinf. Conc. Br. End Panels	= 530 yd² @	$22.00	=	11,660
					$424,815

Actual Deck Area: 71'-3½" × 322' = 22,956 ft²

Bicycle Path Area: 3.0' × 322' = 966 ft²

Cost/ft² deck area = $\frac{424,815}{22,956}$ = $18.51/ft²

Actual Cost of Bicycle Path = 966 ft² × $18.51/ft² = $17,880 ±

Woodburn – Hayesville Section Marion

TJS 12-14-72

Bicycle Path Cost Analysis

Chemawa Road Uxing – Br. No: 7855B

1. Cost based on 3' extra width since 5' sidewalk was necessary whether bicycle path was used or not.
2. Quantities used were only those quantities effected by the wider deck. These include the following bid items:

Bid Item No. 126:	Class A Concrete	= 1550 yd³ @	$110.00	= $170,500
127:	Composite Exp. Sh. Type 200A	= 100 ft @	150.00	= 15,000
128:	Composite Exp. Sh. Type 250	= 100 ft @	200.00	= 20,000
129:	Reinforcement	= 391,400 lb @	0.15	= 58,710
130:	Struct. Steel	= 2,057,000 lb @	0.45	= 925,650
134:	Prep. of Slopes	= 1,780 yd² @	3.50	= 6,230
135:	Conc. Slope Paving	= 1,780 yd² @	8.00	= 14,240
136:	Berm Paving	= 170 yd² @	9.00	= 1,530
139:	Reinf. Conc. Br. End Panels	= 584 yd² @	25.00	= 14,600
				$1,266,460

Actual Deck Area = 95'-4" × 392' = 37,369 ft²

Bicycle Path Area = 3.0' × 392' = 1,176 ft²

Cost/ft² deck area = $\frac{\$1,266,460}{37,369}$ = $33.89/ft²

Actual Cost of Bicycle Path = 1176 ft² × $33.89/ft² = $39,855

Woodburn - Hayesville Section — Marion

TJS — 12-14-72

Bicycle Path Cost Analysis

St. Louis Rd. Uxing - Br. No. 7847A

$51-3\frac{1}{2}$
$\underline{1'-3}$
$9'-0\frac{1}{2}"$

1. Cost based on $9'-0\frac{1}{2}"$ width since no sidewalk was required if bicycle path was not used.
2. Quantities used were only those quantities effected by the wider deck. These include the following bid items:

Bid Item No. 145:	Structural Excavation	= 510 yd³ @ $5.00	=	$2,550
146:	Str. Exc Below Elev Shown	= 45 yd³ @ $6.00	=	270
148:	Furnish Conc Piles	= 4,830' @ $5.00	=	24,150
149:	Drive Conc Piles	= 102 @ $165.00	=	16,830
150:	Conc. Pile Extensions	= 300 @ $8.00	=	2,400
151:	Class A Concrete	= 435 yd³ @ $90.00	=	38,250
152:	Class AA Concrete	= 565 yd³ @ $120.00	=	67,800
153:	Prestr Conc. Beams	= 14 @ $3500.00	=	49,000
156:	Prestressing Steel	= 22,500 lb @ $0.50	=	11,250
157:	Reinforcement	= 173,000 lb @ $0.15	=	25,950
160:	Prep. of Slopes	= 440 yd² @ $3.50	=	1,540
161:	Conc Slope Paving	= 440 yd² @ $9.00	=	3,960
163:	Reinf. Conc. Br. End Pands	= 400 yd² @ $25.00	=	10,000
147:	Granular Back Fill	= 330 yd³ @ $6.00	=	1,980
				$255,930

Actual Deck Area = $51'-3\frac{1}{2}" \times 266' = 13,644$ ft²

Bicycle Path Area = $9'-0\frac{1}{2}" \times 266' = 2,405$ ft²

cost/ft² deck area = $\frac{255,930}{13,644} = \$18.76$/ft²

Actual Cost of Bicycle Path = 2,405 ft² × $18.76/ft² = $45,115

Plus Pedestrian Rail = 6,140

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Klaboe

December 20, 1972

ESH

REASONS FOR CONTRACTING THE WOODBURN-HAYESVILLE SECTION IN ONE UNIT

NOTED

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1. This project is 13.5 miles in length and the estimated total of contract bid items is $22,600,000.

2. It would appear that the only feasible point at which to break the project into two contracts would be Station 1680, just southerly of the Brooks Interchange. This would make two projects - the northerly of which would be about 9.7 miles in length and the southerly approximately 3.8 miles in length. This then would give two projects with bid quantities - approximately $14,300,000 for the northerly unit and $8,300,000 for the southerly unit. These figures are a pro rata and not accurate. It would appear that any contractor qualifying either bid unit, could bid the entire project and, therefore, none would be excluded from bidding on a single unit bid.

3. Project has three borrow locations. On the southerly 3.8 miles there are two borrow areas designated which have a maximum amount of material available. The borrow area for the northerly unit is flexible and designed to pick up any slack needed throughout the entire length of the project. Letting the project in one contract would reduce the possibility of conflict in the borrow unit. It is anticipated that Windsor Island will be the only available source for subsurfacing material. A single contract would eliminate the possibility of conflict between two contractors, each on major contracts.

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4. In order to allow the public to make use of the investment and in the interest of good construction practices, and allowing the maximum time for settlement across the Lake Labish Area, the contract has three completion dates.

   a. The sub-excavation through the Lake Labish Area and the backfill is scheduled for completion by September 1973.

   b. From Woodburn southerly to Station 1680 (just south of the Brooks Interchange) the completion date is October 15, 1974.

   c. Southerly of 1680 and completion of the entire job is scheduled for September 15, 1975. The portion southerly of Brooks Interchange involves stage construction of the two mainline structures which will go over I-305.

5. A one contract operation would insure orderly and uniform handling of traffic at the many detour situations.

6. One contract would also help to insure an orderly closure and re-routing of traffic on county roads which have structures over crossing Interstate 5 and which structures must be removed and reconstructed.

7. We could expect an overall economy in the bids particularly on the overcrossing structures, removal and reconstruction and in the surfacing due to the amount of work involved.

8. Since the public will have a large investment, it is important that it be made available for their use as soon as possible and with the least interruption to traffic during construction. It is felt that

there is a definite advantage in having one contract with which to deal. Past experience has indicated that letting a project such as this in units, would likely extend the completion date at least one year and would, therefore, deprive the public of using its investment for one year and subject the travelling public to additional traffic interruptions.

9. Windsor Island is the only anticipated source for surfacing materials. Two contractors working from the same source at the same time could experience difficulty. We do not control this source.

Job No. .....
Sheet ... of ... Sheets

OREGON STATE HIGHWAY DIVISION

Woodburn - Hayesville Section

Made by ..... 19.. Checked by ..... 19..

		Net Contract	Const. Authorization
Woodburn to Brooks Intch			
Sta 1149 to 1645	Roadwork	$ 10,700,000	$ 12,250,000
	Structures	3,600,000	4,150,000
		$ 14,300,000	$ 16,400,000
Brooks Intchg - Hayesville Intchg			
Sta 1645 to 1853	Roadwork	$ 4,500,000	$ 5,150,000
	Structures	3,800,000	4,350,000
		$ 8,300,000	$ 9,500,000

Ed -

One more reason for single contract is that Windsor Island is only anticipate source for surfacing materials. Two contractors could experience difficulties. We do not control this source.

Hall

FOR FILING
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7866

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

December 20, 1972

City of Salem
Department of Utilities
P.O. Box 555
Salem, OR 97301

ATTENTION: Mr. Russell N. Faust
Utilities Engineer

RE: 18-inch Water Main Conflict
Chemawa Railroad Overcrossing
Woodburn-Hayesville Section
Pacific Highway, I-5
Marion County

Gentlemen:

Reference is made to the meeting held at the East Salem Highway Building on December 15, 1972, to discuss the disposition of the City of Salem's 18-inch water main at the Chemawa Railroad Overcrossing, which conflicts with the proposed construction of the subject project. This meeting was attended by the following: John L. Garen, Director of Utilities, City of Salem; Russell W. Faust, Utilities Engineer, Salem; Guy Griffin, Water Division Engineer, Salem; Gerald Wymer, Region Construction Engineer, OSHD; Donald D. Beecroft, Resident Bridge Engineer, OSHD; E. J. Hall, Resident Engineer, OSHD; Jack M. Cartwright, Utilities Office Engineer, OSHD; J. W. Valentine, Region Utility Engineer.

The City was advised at the meeting that, persuant to the terms of OSHD Permit No. 13171 which provides for the accommodation of the conflicting 18-inch water main, three methods for the disposition of the water main conflict could be proposed. The three methods are: 1) relocation by the City, 2) protection by the City, 3) protection by the State's contractor at City expense. After considerable discussion it was the City's decision that the State prepare an estimate of cost for protection of the water main by the State's contractor. It was mutually agreed that if the estimated cost proved acceptable to the City, the City would then advance monies equal to the estimated cost as full payment for the protection of the water main. The State's contractor would therefore be obligated to accept full responsibility and liability for the protection of the water main.

RECEIVED
F. B. KLABOE

Costs for the protection of the water main have been estimated and are as follows:

1. Protect Water Main During New Column Construction

A. Furnish Sheet Piling (15" wide x 12' long)	80 ea.	@	$42.00	$ 3,360.00
B. Drive Piling	80 ea	@	$75.00	6,000.00
2. Protect Water Main During Demolition and Reshaping Slopes				640.00
TOTAL PROTECTION COST				$10,000.00

Please advise this office whether or not the estimate of cost for protection of the City's water main by the State's contractor meets with your approval.

If the estimated cost is not acceptable to the City, it is assumed that the City will then take whatever steps are necessary to relocate or protect the water main. It is suggested that any relocation plan should include underground placement for final installation of the 18-inch water main.

It is imperative that the City advise this office at the earliest possible date of its decision, so that we may incorporate appropriate special provisions in our specifications for the subject project.

At the City's request, Southern Pacific Transportation Company has been contacted about accommodation of a temporary bypass line on railroad right of way during the construction of this project. The City will be advised as soon as a reply is received.

If further information or assistance is required, please contact Mr. J. W. Valentine, telephone 378-2626, or this office.

bc: ~~F. S.~~ Klaboe
W. J. Hart
J. B. Boyd
C. G. Swenson
Don Beecroft
E. J. Hall
J. W. Valentine

Very truly yours,

T. W. Litchfield
Railroad and Utility Engineer

By Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:jly

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FOR
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December 20, 1972

To Oregon State Highway Commission

From F. B. Klaboe
Deputy State Highway Engineer

Subject Throughway Agreement, City of Woodburn
Woodburn Interchange-Hayesville Interchange Section
Interstate 5

The City of Woodburn has signed a throughway agreement clearing the way for six-laning of the subject section of I-5 in Marion County.

In general terms, this agreement provides for construction and maintenance of the project by the State and covers all right-of-way acquisition, grading, drainage, base, paving, and signing. The existing Woodburn Interchange will be reconstructed to the standards of a full diamond interchange. The City has agreed to cooperate with the State in the normal manner to effect the adjustment or relocation of any utility installations which may be in conflict with the plans for the project.

This project is presently scheduled for contract at the January 25 bid opening with an estimated cost of $25,825,000.

This matter will be presented for your consideration at the January 23 meeting. We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

cc: G. M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. H. Young
F. L. Hall
Victor Wolfe
C. T. Keasey
H. S. Cox
J. B. Boyd
Gary Ross
C. W. Head
Gary Sund

MCH:ljt dps

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DEC 9 - 1972
FOR FILING

7866

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE December 14, 1972

TO Mr. Frank L. Hall
Design Engineer

FROM L. L. Wallace
Bridge Design Engineer

NOTED
A. E. JOHNSON

SUBJECT Footpath and Bicycle Route Charges
S.E. Foster Rd.-S.E. Causey Ave. (I-205)
Woodburn Intch.-Hayesville (I-5)
Br. No. 13541 and 13541A
Br. No. 7802A
Br. No. 7851A
Br. No.7855B
Br. No. 7847B

In reference to Victor D. Wolfe's letter of December 8, 1972, the costs chargeable to the bicycle program are as follows:

S.E.Foster-S.E.Causey Ave.	
Brs. Nos. 13541 & 13541A	$28,695
Woodburn Intch.-Hayesville	
Br. No. 7802	20,080
Br. No. 7851A	17,880
Br. No. 7855B	39,855
Br. No. 7847A	51,255

It is our understanding that no charges to the bicycle program can be made for bridges 11070A, 9112, and 9113 on the S.E. Foster Rd.-S.E. Causey Ave. project. It is J. D. McClure's decision that the walks on these structures would have been built to the width shown on the contract plans, even if provision for bicycles were not a consideration.

Detailed estimates are on file in the Bridge Section.

LLW:dh

cc A. E. Johnson
E. S. Hunter
V. D. Wolfe

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DEC 15 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

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DEC 14 1972
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UTILITY UNIT

G. L. Green - FHWA
bc E. B. Klaboe
F. L. Hall
W. J. Hart
J. B. Boyd
J. W. Valentine

RECEIVED
STATE HWY ENGR
DEC 13 '72
REFER TO
FOR
Info | Signature | R/W | D/R | C&M | Acct | File

OREGON STATE HIGHWAY DIVISION

78666

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

December 13, 1972

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

ATTENTION: Mr. E. A. Kendrew
Assistant Engineer

RE: Revised Descriptions and Encroachment Map
Woodburn Interchange-Hazelville
Interchange Section
Pacific Highway
Marion County
Project No. I-5-5(36)260
SXF 478
R/W File: 43318
Your File: GMO 69599
0-0-69-2

NOTED E. A. KLABOE

Gentlemen:

In your letter dated October 31, 1972, you advise that you will proceed with the preparation of the construction agreement for the overcrossing on the above-captioned project upon receipt of the revised description and encroachment map.

You will find enclosed two prints of our description of our R/W File 43318 dated November 28, 1972, and two prints of our encroachment map, Drawing No. 1R-4-373, revised November, 1972.

With your letter dated December 1, 1972, you submitted to us a proposed construction agreement for the reconstruction of the overcrossing. As discussed by telephone on December 12, there are two changes which should be made on your Drawing No. F-1339, which is attached to that agreement:

1. The detail of easement and equation of intersection of the center lines should be made to conform to our drawing and description enclosed herewith.

2. The clearance diagram should be revised to conform with the clearance diagram shown on our Bridge Drawing 28135, revised November 9, 1972.

Please incorporate these changes in your Drawing F-1339 and send us two prints of this drawing so that I may place them in the duplicate counterparts prior to execution by the Highway Commission.

Very truly yours,
ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

cc: SP - San Francisco
L. V. Topaz - PUC

624-1979

I-5

FORM S-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 11, 1972

SUBJECT: Striping Plans
Pacific Highway
[redacted]

To: Don Stoudenmeyer
PRELIMINARY DESIGN SUPERVISOR

We have reviewed these plans and are in agreement with them with two exceptions. These two exceptions are: (1) the triangular shaped island shown on the Woodburn Interchange, stage 4, Woodburn Interchange permanent striping and Brooks Interchange permanent striping plan should be white rather than yellow; (2) on the Brooks Interchange, stage 2a and stage 3, the Lefthand edgelines of all four ramps should be yellow in that area where these lines are parallel and form a narrow median. At the point where these lines begin to diverge they should then change to white lines.

J. B. Boyd
REGIONAL ENGINEER

RAK/JBB/jc

Original striping plans in Prelim. Design files have been revised as per this letter. Please revise prints previously sent accordingly.

Don Stoudenmeyer

Hall
A. Olson Out
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

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DEC 13 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return to ____
Bring up ____/____/____
Other ____

5A 138

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DEC 14 1972

Form FHWA-1321 (12-67)

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

78lala

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: December 8, 1972

In reply refer to: 10-35-FA
X 430.2

FROM : G. L. Green, Division Engineer
Salem, Oregon

NOTED
A. E. Johnson

cy Bridge 12-11-72

SUBJECT: Oregon Project I-5-5(36)260
Woodburn Interchange-Hayesville Interchange Section
Experimental Bridge Joint Seal

This will acknowledge our receipt of Mr. Wallace's November 16 letter advising us of your intention to use either a Waboflex SR expansion joint seal or a Transflex expansion joint seal as an experimental item on the subject project. We accept this as an addition to your ongoing experimental program involving several bridges throughout the State. The Work Plan and inspection procedures for that program have been previously approved.

12-11-72
REFERRED TO
al
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
DEC 11 '72
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FOR
Info | Appv | Sig | Dir | Fi | | |

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 817-344

RECEIVED

FOR FILING

REGION 2 ENGINEER
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DEC 8 1972
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 7, 1972

78666

To:
Mr. J. B. Boyd
Regional Engineer
EAST SALEM HWY BUILDING

SUBJECT: Woodburn Inter. - Haysville Section
Pacific Highway (I-5)
Marion County

I talked to Glenn Starkey, District Engineer at LaGrande, today about the problems encountered when the freeway was constructed across the Labish area. Mr. Starkey was the Resident Engineer on that section of the freeway.

Glenn said that the probed profile for the section from the cut at Station 1735 to the Labish drain ditch, approximate Station 1743+50, indicated about 34 feet of peat. A drag line was used to excavate about 17 feet of peat, which was side cast. Most of this work was done under water. The excavated area was then back filled with material from the adjacent cut and a fill constructed of about 20 feet in height. The embankment work was done in the fall and when the fill was completed a five foot surcharge above subgrade was added to the fill. Due to restricted R/W, the excavated peat was disposed of by giving it to the mushroom factory.

Radiant Drive to the west and approximately parallel to the freeway was constructed on untreated old ground with a fill of about three feet. The following spring it was found that Radiant Drive had moved laterally about eight feet.

When work resumed in the spring, and the crew started to set cut stakes to remove the surcharge, it was found that the fill had settled about eight feet so that a fill of three feet or more was required to get back to subgrade. The fill was leveled off and a layer of base rock was dozed over the fill. Then a membrane of A.C. about 4 inches thick was constructed over the lift of base rock by end dumping and spreading with a blade. After this A.C. was set up, they were able to get out on the fill and place another foot or so of base rock. The contractor then used this for a haul road and was able to haul across the fill with all of the surfacing materials needed for the section to the north. When the hauling was completed the area was brought to correct grade, base rock placed and paved according to the typical section. Glenn said no over depth paving was done.

NOTED
E. S. HUNTER

Considerable experimenting was done on the south bound lane in trying to reinforce the dirt fill with pit run rock by use of a grid roller with no great success.

cc Ed Hunter
Frank Hajc
Vic Wolfe

Ed Hall

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DEC 15 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

The first winter following completion and opening to traffic, the pavement settled considerably, both "NB" and "SB", but particularly in the outside lane and shoulder of the "NB" section. Glenn said the major settlement always was in the outside lane and shoulder which, coupled with the movement of Radiant Drive, seems to indicate lack of lateral support.

This lack of lateral support is the reason I have been having considerable apprehension about the plan of subexcavating for the additional lanes without any provision for retaining of the existing fill.

E. J. Hall
Resident Engineer

RECEIVED
DEC 14 1972

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

78666

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: December 7, 1972

In reply refer to: 10-35-DB

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(36)260
Woodburn Intchge.-Hayesville Intchge. Sec.
Mandatory Borrow Sources

Mr. Young's December 4, 1972 letter points out the benefits of designated State-owned borrow sources for mandatory use on the subject project. The use of the proposed sources is shown to be economical, provides protection against random borrow scars along the highway and will result in the ultimate development of public recreation areas by the State Game Commission. I therefore concur in the designation of the specified sources for mandatory use as being in the public interest.

Reimbursement will be made on the basis of a cost of 15 cents per cubic yard on File No. 47245 (Barnick Borrow site) and 31 cents per cubic yard on File No. 47239 (Austin Borrow site) based on remeasure of the sites, not to exceed $100,975.

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STATE HWY ENGR
DEC 11 '72
REFER TO
FOR
Info | Ass't | Engr | Ass't | Ass't | Ass't | Engr

12-11-72
REFERRED TO
Ed
BY DEPUTY STATE HIGHWAY ENGINEER

12-12-72
Copy to young

NOTED
E.S. HUNTER
CC Hall

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DEC 12 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-544

5 c

-972

78606

December 5, 1972

TO Oregon State Highway Commission

FROM

Tom Edwards
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
December 21 Bid Letting

Bids will be taken December 21 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. NE 122nd Avenue-Idaho State Line Section
Columbia River and Old Oregon Trail Highways, 9 Counties
Wrong-way Signing Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Woodburn Interchange-Hayesville Interchange Section
Pacific Highway, Marion County
Grade, Pave, Structure, Illumination & Signing Project

Sidewalk/bicycle facilities will be provided on the freeway overcrossing structures and not along the freeway, as alternate bike routes will be available along other roadways which connect the population centers. It is felt that with the other available ways the cost of establishing a bike trail along the freeway would be disproportionate to the use.

3. Sanderson Bridge Section, Albany-Lyons Highway
Linn County
Grade and Pave Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths

and trails are not required to be established ... if ... the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

4. T.V. Highway at SE Minter Bridge Road (Hillsboro) Section, Tualatin Valley Highway, Washington County
Grade, Pave, Signals and RR Gates Project

Same as No. 1.

5. Central Business District (Corvallis) Section
Pacific Highway West, Benton County
Signals Project.

Same as No. 1.

6. Oswego Creek Slide Section, Sunset Highway
Clatsop County
Slide Correction Project

Same as No. 1.

7. Railroad Avenue at Newmark Street (North Bend) Section
Oregon Coast Highway, Coos County
Traffic Signals Project

Same as No. 1.

These matters will be on the agenda for the December 12 meeting and your approval is requested.

JDM:jp jf

bc: C. W. Head
George M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
L. H. Young
R. E. Royer
V. D. Wolfe
F. L. Hall
C. G. Swenson
Gary Sund
Gary Ross

FOR FILING

78666

December 4, 1972

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Programing Engineer

SUBJECT Mandatory Borrow Sites
Woodburn Intchge.-Hayesville Intchge. Sec.
Project No. I-5-5(36)260

We hereby request approval of the mandatory use of State-furnished borrow material for embankment from four (4) borrow sites and authorization of Federal participation in the cost of the material incorporated in the job at the unit prices per cubic yard established hereinafter up to a total cost of $100,975 which is the State's acquisition cost of two right-of-way parcels, File No. 47245 (Barnick Borrow Site) and File No. 47239 (Austin Borrow Site), acquired as borrow sources. This request is being made to conform with PPM 21-6.3, Paragraph 14, based on the following justification:

1. The four areas involved are necessary to provide sufficient combined material to supply the estimated 1,175,000 cubic yards, more or less, of borrow excavation. Of the four sites involved, one is owned by the Oregon State Game Commission, two are being purchased by the Oregon State Highway Division, and one is within the existing I-5 right-of-way.

   Two of the borrow areas will be developed in cooperation with the Oregon State Game Commission, one of which they own (St. Louis Fish Ponds), for usable habitat sites for fish and as recreational areas for the local citizenry. The agreement reached with the Game Commission is that they will assume the maintenance responsibility for each site and that ownership of File No. 47245 (Barnick Borrow Site) will be transferred to them upon completion of the project.

   The two remaining borrow areas, File No. 47239 (Austin Borrow Site) and the existing I-5 right-of-way (west of Station 1820

to 1830), will be graded in such a manner that the contours will blend I-5 and future I-305 roadways into the adjoining property so as to produce a more aesthetic appearance than possible within the limits of a normal roadway cross section.

2. Reimbursement will be requested from the FHWA at the rate of 15 cents per cubic yard on File No. 47245 (Barnick Borrow Site) and 31 cents per cubic yard on File No. 47239 (Austin Borrow Site) based on remasure of the borrow sites, but not to exceed $100,975 if the two parcels are depleted of the estimated available borrow material, based on the following data:

File No. & Site	Est. Available Yardage	Cost of Parcel	Cost Per Cu.Yd.
47245 (Barnick)	230,000	$ 35,000	$0.15
47239 (Austin)	214,000	65,975	$0.31
	Total Cost	$100,975	

3. It is felt that it is in the public interest to utilize mandatory borrow sources for the project because:

   a. The following tabulation reflects a monetary saving based on the Cost Analyst records which indicate that contractors have been paying, statewide, from 10 cents to 30 cents per cubic yard for borrow and the State Land Board charges 15 cents per cubic yard for borrow material from their sources.

File No. & Site	Est. Available Yardage	Cost of Parcel	Cost Per Cu.Yd.
(St. Louis)	752,538	-	-
47245 (Barnick)	230,000	$ 35,000	$0.15
47239 (Austin)	214,000	$ 65,975	$0.31
(I-5)	40,000	-	-
(4 sites combined)	1,236,538	$100,975	$0.08

   b. The State Game Commission will obtain two much-needed fish pond recreational sites at a very minimal cost and this plan protects the environment and ecology of the area by specifying and controlling borrow sources rather than the possibility of multiple borrow scars along the highway or in other areas of the valley.

Access to the parking lots needed at the pond sites will be available from Keene County Road for the St. Louis Fish Ponds and from County Road No. 616 for the Barnick Site and will not decrease or diminish the access control to the Interstate Highway.

Enclosed, for your information, is one copy each of half-size preliminary plan sheets 2F, 2F-1 and 30 which delineate the proposed borrow sites and depict their location in relation to Interstate Highway I-5. Please advise if further information is needed.

Enc.
JG:dg

cc F. B. Klaboe
F. L. Hall
V. E. Skoog
C. T. Keasey
C. G. Swenson
J. R. Oakes
R. N. Chase

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DEC 4 - 1972
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7866

December 1, 1972

To Oregon State Highway Commission

From A. E. Johnson
Acting Deputy State Highway Engineer

Subject Throughway Agreement, Marion County
Woodburn Interchange-Hayesville Interchange Section
Interstate 5

At the December 12 meeting there will be presented for your consideration a Throughway Agreement with Marion County concerning six-laning of the Woodburn Interchange-Hayesville Interchange Section of I-5.

Generally, this agreement provides for construction and maintenance of the project by the State with the County cooperating in the adjustment or relocation of any utility installations which may be in conflict with the plans. A number of county roads will be altered in the vicinity of separation structures and, upon completion of construction, these roads will be returned to County jurisdiction. The County may be allowed to use excess right-of-way in the northwest quadrant of the Woodburn Interchange for a "Park and Ride Station", if feasible. Such an arrangement must be formalized by the issuance of a permit by State.

This project is presently scheduled for contract at the December 21 bid opening with an estimated cost of $14,790,000.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

cc: G. M. Baldwin
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. H. Young
F. L. Hall
Victor Wolfe
C. T. Keasey
H. S. Cox
J. B. Boyd
Gary Ross
Gary Sund

MCH:ljt dps

7866 Woodburn Int.-Hayesville Int. Sec. 1973
of Pac. Hwy. betw. Woodburn & Salem
(Grad., pav., struct., sign., illum.) #2

SEE: CON 16
J-5 E.
SP.
Hubbard-Hayes Jr. Sec.

624-1979 C

FORM E-30 (REV. 10-68)

78606

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 28, 1972

To: Walt Hart
BRIDGE ENGINEER

SUBJECT: Use of Barrels
Traffic Delineation
Woodburn-Hayesville Section
Pacific Highway

Considerable discussion has ensued since our letter from Mr. F. B. Klaboe requesting the use of barrels to delineate unused pavement surface. I have long been in favor of attempting the use of this tool and believe it appropriate to try it on the above section.

I have attached a sketch on what we believe to be a reasonable standard. We have previously agreed with Len Wallace and Bill Beard as to the utilization of these barrels on the other traffic pattern stages.

We have discussed this with our field personnel and have tested the stability of the 3" sand loading. We believe these barrels will not be any greater hazard than other traffic devices which we must necessarily use to control patterns in the construction areas. Please include this with the plans for this job.

J. B. Boyd
REGIONAL ENGINEER

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STATE HWY ENGR
NOV 28 '72
REFER TO
FOR

JBB/jc

Attach.

cc: F. B. Klaboe
C. T. Keasey
L. E. George
Ed Hall

Form E-106—10M—7-61
BP-0216-734

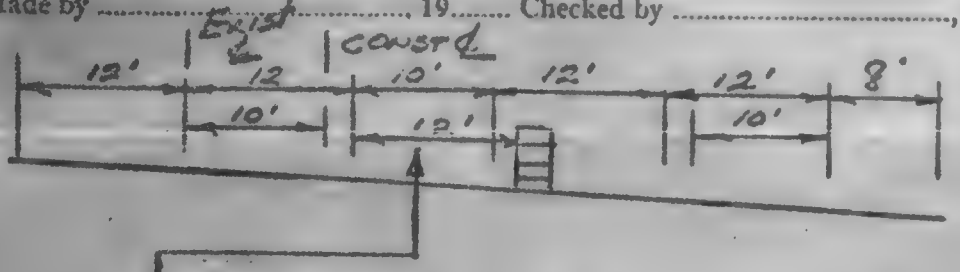
Job No. .....

Sheet ..... of ..... Sheets

OREGON STATE HIGHWAY DEPARTMENT

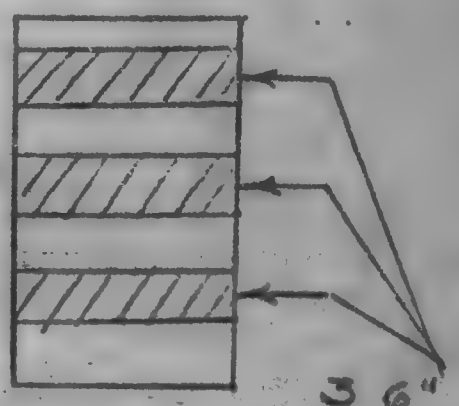
Calculations for .....

Made by ..... 19..... Checked by ....., 19..... Backchecked by ....., 19.....

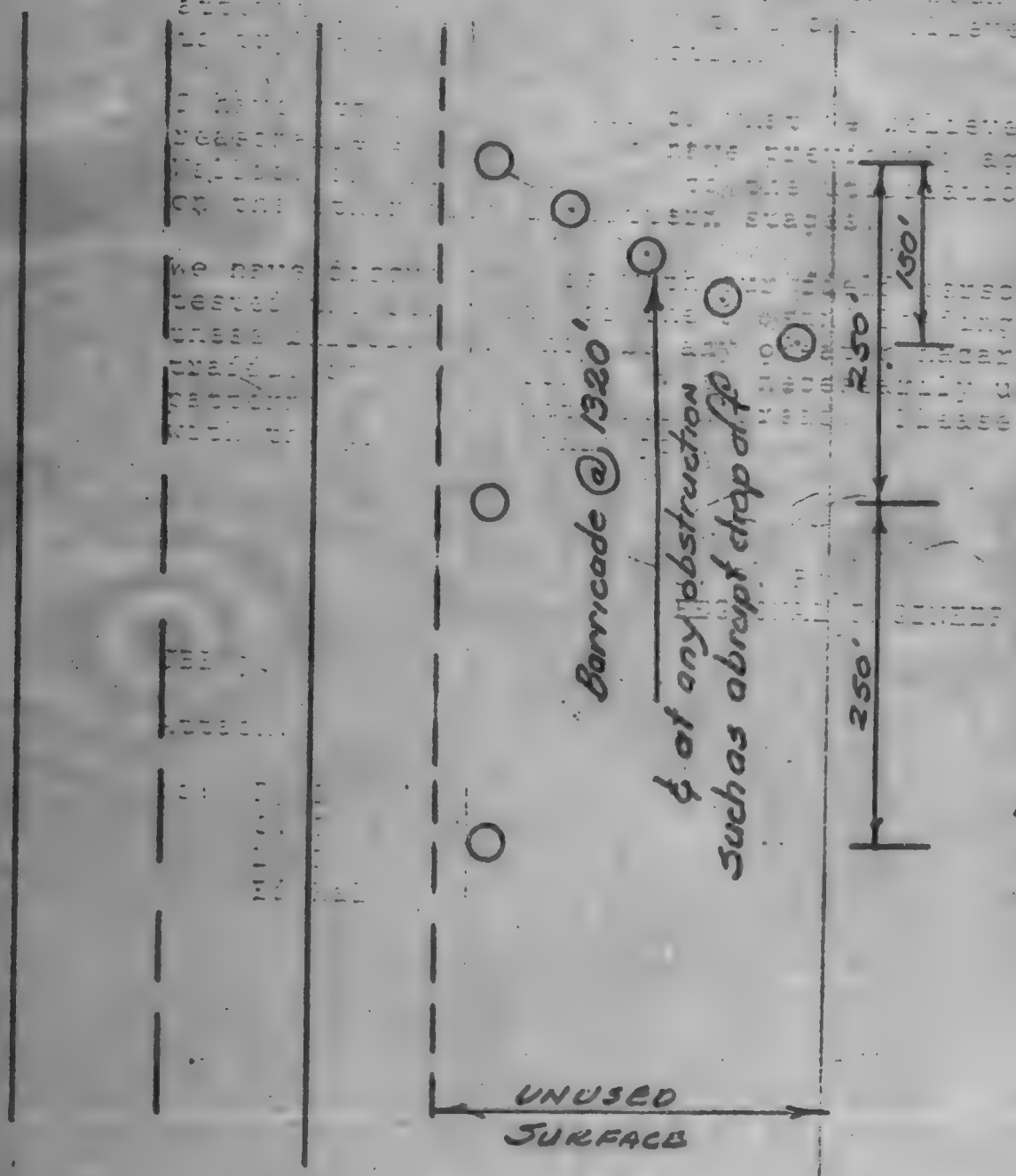


STAGE I Typical Section

Normal position to be restored EACH NIGHT.



36" reflectorized STRIPES Barrel painted orange



55 gal drums ONLY 3" of sand to MAINTAIN Stability & drain Hole 4" from bottom to prevent water collection

TRANSACTION NUMBER 12-3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
OREGON	11-27-72

BY (Signature)
MR. YOUNG'S NOVEMBER 17, 1972 LETTER

TITLE
PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS:
☒ FAI ☐ PAP ☐ FAU ☐ FAS ☐ OTHERS _____

STAGE 1 *
ITEM NOS. _____ THRU _____

STAGE 2
ITEM NOS. 731 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
731	I-5-5(36)260	13.33	25,370,000	23,408,000	WOODBURN INTERCHANGE--HAYESVILLE INTERCHANGE SECTION. MARION COUNTY	GRADE, DRAIN, HIGH TYPE PAVEMENT - 12 STRUCTURES AND RAILROAD SIGNALS.

OTHER IDENTIFICATION AND/OR REMARKS (State)

12-13-72
Young

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REFER TO

11-27-72

REMARKS (Continued)

YOU ARE AUTHORIZED TO PROCEED WITH ALL RAILROAD AND UTILITY PREPARATORY WORK.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		11-27-72	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(REV. 5-71)

GPO 915-690

SP

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FOR FILING

OREGON STATE HIGHWAY DIVISION

78666

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 27, 1972

TO C. L. Green, Division Engineer
~~R.E. Simpson, Division Engineer~~
Federal Highway Administration

FROM L. H. Young
Programing Engineer

SUBJECT Woodburn Intchge.-Hayesville Intchge.
Section
Oregon Project No. I-5-5(36)260
Right-of-Way Restriction

We hereby request the requirements of paragraph 7c(3) of PPM 21-12 and 6e(1) of PPM 21-6.3 (relative to contractor's working restrictions, immediate occupancy and use at the anticipated award date) be waived as being in the public interest for the above-mentioned project.

There is one property involved in the right-of-way restriction located right of center line Station 1175 on the Hillsboro-Silverton Highway within the Woodburn Interchange. It is File No. 47322 which is the Texaco Station. They have been given until the 15th of January, 1973 to move. We should be ready to award the contract on December 28, 1972 making an overall delay to the project of 19 days for this property. A minimal delay of this length in time will have no effect on the contractor's work plan or on the completion of the project within his allotted time; therefore, we feel it is in the public interest to receive bids for this project on December 21, 1972 as planned.

The attached sketch maps delineate the restricted right-of-way outlined in red and the contract plans will contain a sketch showing the area and dates that the contractor will be required to remain off the property. The contract specifications will contain the restrictive clause required in paragraph 6e(1) of PPM 21-6.3, that the area shown will not be available for the contractor's use until after January 15, 1973.

DAR:bb
Attach.
cc: E. S. Hunter
John Oakes
F. L. Hall
C. C. Swenson
R. N. Chase

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NOV 24 1972
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7866

November 22, 1972

Mr. John Anderson, County Engineer
Marion County Board of Commissioners
Courthouse
Salem, Oregon 97301

Dear Mr. Anderson:

Re: Woodburn Interchange-
Hayesville Interchange
Chemawa Road Connections

We have reviewed with the Federal Highway Administration the limits of their participation on the Chemawa Road Connections. They have agreed to participate with Interstate funds in the connections as shown in red on the attached sheets, including whatever railroad protection is necessary.

In view of this decision, the State Highway Division will make application for the PUC permits necessary to change the location of both railroad grade crossings, purchase the necessary right of way for the connections and include the construction of the connections in the upcoming contract.

It is my understanding that the SPRR may request a new type of signalized crossing protection which would involve shorter gate arms and the installation of additional apparatus in the median. Mr. Ted Litchfield is beginning negotiations with them and as this matter develops he will be seeking your approval since the crossing will be on a county road.

If you have any questions please call.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ESH:jf
Attachment
bc: F. B. Klaboe
R. L. Schroeder
Dave Moehring
L. N. Young
Frank Hall
Ted Litchfield

I-305-5(1)

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 6, 1972

TO Glen Green, Division Engineer
Federal Highway Administration

FROM E. S. Hunter
Assistant State Highway Engineer

SUBJECT Woodburn Interchange-Hayesville Interchange Section
Chemawa Road Connections

Local County and Planning officials have expressed a desire for grade separation structures over both railroads to be crossed by relocated Chemawa Road. By letter dated November 1, 1972 you advised that the Interstate participation limit at crossroads is governed by the crossroad profile and extend only to the point where the grade line of the crossroad reaches the normal ground line (touchdown point) and therefore denied our request for separation structures.

In reviewing the proposed design for Chemawa Road, and the apparent responsibilities of both the State and the Federal Highway Administration, I find that even though the touchdown point is westerly of the Southern Pacific Railroad, it appears that reconstruction of Chemawa Road easterly of the railroad is necessary and a direct result of the proposed construction of I-305 and its interchange with I-5.

Accordingly, I request you re-examine the limits of FAI participation and agree to participate in the reconstruction of Chemawa Road as indicated in red on the attached drawing. I base this request on the following reasons:

1. The temporary connection crossing the SPRR at the present grade crossing would be inadequate for future traffic in that railroad protection devices are required.

2. Reconstruction of this section of Chemawa Road is only caused by the proposed Interstate construction. Improvement of Chemawa Road, under existing conditions, is some years in the future.

NOTED
E. S. HUNTER

3. A temporary connection to the existing Southern Pacific railroad crossing would perpetuate and aggravate a dangerous condition with regard to the existing Indian School access roads which intersect existing Chemawa Road near the present Southern Pacific railroad crossing.

4. The increased traffic, due to the interchange construction and anticipated development in the area, will require better alignment than can be afforded by the indicated temporary connection.

5. Additional traffic directed to Chemawa Road by construction of the Interstate will probably cause the Public Utility Commissioner to require protection at the SPRR crossing which protection would not otherwise be required for some years.

The above statements of conditions, which we feel require the improvements of Chemawa Road, as shown in red on the attached drawings, including railroad crossing protection, are a direct result of the improvements of Interstate 5 and the construction of I-305 and its interchange with Interstate 5.

We therefore request that you grant FAI participation for all the reconstruction of Chemawa Road between Stations N^{5}0+00 and N^{5}45+00.

ESH:jf
Attachment

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. BURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

TRIAL DIVISION

JOHN E. MOORE
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES F. CRONAN, JR.
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LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCCULLOCH
FRANK G. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JIM G. RUSSELL
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA N. SORENSEN
ASSISTANT ATTORNEYS GENERAL

78606

November 21, 1972

Mr. Lon Topaz
Assistant Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

NOTED
F. B. KLAGGE

Re: PUX 718 SXF 478
Chemawa Road overcrossing of Southern Pacific Railroad, Marion County. Woodburn Interchange-Hayseville Interchange Section Pacific Highway. Bridge #7854C

Dear Mr. Topaz:

With regard to the recent request to cancel order number 45603 and accept a new application for the construction of this overcrossing, I herewith forward to you an original and six copies of the revised plans. I request that these plans be substituted for those forwarded with the recent application.

The revisions in the plans consist of the following:

"Addition of shoofly and adjustment of railroad alignments. Changes distance from centerline of mainline to centerline of future track (13'0" to 15'0"),resulting in reduced clearance from centerline of future track to existing structure (14'4" to 12'4"). Addition of 14'0" minimum to impaired clearance on either side of shoofly centerline. (Per SPRR Drawing. F-1339)

Correction of dimensions of easements required for construction. (Per SPRR Drawing. F-1339)

Increases clearance required between shoring and cribbing and centerline of the shoofly (5'9" to 8'6"). (Per State Highway Division decision due to increased available clearance)."

RECEIVED
STATE HWY ENGR
NOV 22 72
REFER TO
FOR
Info | Legal | R/W | Dir | Chief | Sec | File

These revisions do not change the vertical clearance shown on the original drawing and do not change the overall horizontal clearance between columns of the existing structure, but adjusts the location of the centerline of the tracks between the columns.

I would appreciate it if you would serve the revised drawings on the interested parties and then as time permits proceed with the issuing of an ex-party order.

Sincerely yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:ksb

Enclosures

cc: Public Utility Commissioner
Mr. Tom Edwards
Mr. F. B. Klaboe
Mr. Walter J. Hart
Mr. J. H. Versteeg
Mr. C. T. Keasey
Mr. T. W. Litchfield

RECEIVED
NOV 22 19

FOR FILE

5 P

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7866

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: November 21, 1972

In reply refer to: 10-35-DB
I-5-5(-)

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Woodburn-Hayesville Intchge. Section
Pacific Highway
Illumination

Bridge 11-24-72

NOTED
A. E. JOHNSON
Asst. State Highway Engineer

We have reviewed the detail plans for the Woodburn and Brooks Interchange covering the illumination design.

The plans are considered satisfactory and acceptable for incorporation into the subject project.

RECEIVED
STATE HWY ENGR
NOV 24 72
REFER TO
FOR
Info | Laws | R/D | D/R | Sign | Act | File

11-24-72
Johnson

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 817-344

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

RECEIVED
NOV 22 1972
FOR FILING

78616

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

TRIAL DIVISION

JOHN E. MOORE
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

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JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

November 21, 1972

Mr. Lon Topaz
Assistant Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: PUX 718 SXF 478
Chemawa Road overcrossing of Southern Pacific Railroad, Marion County. Woodburn Interchange-Hayseville Interchange Section Pacific Highway. Bridge #7854C

Dear Mr. Topaz:

With regard to the recent request to cancel order number 45603 and accept a new application for the construction of this overcrossing, I herewith forward to you an original and six copies of the revised plans. I request that these plans be substituted for those forwarded with the recent application.

The revisions in the plans consist of the following:

"Addition of shoofly and adjustment of railroad alignments. Changes distance from centerline of mainline to centerline of future track (13'0" to 15'0"),resulting in reduced clearance from centerline of future track to existing structure (14'4" to 12'4"). Addition of 14'0" minimum to impaired clearance on either side of shoofly centerline. (Per SPRR Drawing. F-1339)

Correction of dimensions of easements required for construction. (Per SPRR Drawing. F-1339)

Increases clearance required between shoring and cribbing and centerline of the shoofly (5'9" to 8'6"). (Per State Highway Division decision due to increased available clearance)."

NOTED
TOM EDWARDS

RECEIVED
STATE HWY ENGR
NOV 22 72
REFER TO
FOR

These revisions do not change the vertical clearance shown on the original drawing and do not change the overall horizontal clearance between columns of the existing structure, but adjusts the location of the centerline of the tracks between the columns.

I would appreciate it if you would serve the revised drawings on the interested parties and then as time permits proceed with the issuing of an ex-party order.

Sincerely yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:ksb

Enclosures

cc: Public Utility Commissioner
Mr. Tom Edwards
Mr. F. B. Klaboe
Mr. Walter J. Hart
Mr. J. H. Versteeg
Mr. C. T. Keasey
Mr. T. W. Litchfield

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO: Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Attention: Mr. A. E. Johnson

DATE: October 20, 1972

In reply refer to: 10-35.6

FROM: G. L. Green, Acting Division Engineer
Salem, Oregon

NOTED
A. E. JOHNSON
10-25-72

SUBJECT: Oregon Project I-5-5(-)
Chemawa Road U'xing - #7855-B

We approve the preliminary plans originally submitted by Mr. Hart's April 20, 1972 memorandum.

You have indicated that you intend to use many of the latest design techniques to reduce the cost of this steel girder bridge. We encourage you to cut costs but the design must still meet the criteria set up in AASHO, specifically the unstiffened web thickness.

The structure and adjacent landscaping that you propose for this site are very attractive and should provide a beautiful entry to Salem.

RECEIVED
STATE HWY ENGR
OCT 24 '72
REFER TO
FOR
Info | Lands | RND | DIR | Sign | Ag | File

10-24-72

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
NOV 21 1972
FOR FILING

7816.6

TO: Executive Department
Federal Aid Coordination Unit

December 17, 1972

FROM: L. E. Young
Programming Engineer

SUBJECT: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-[illegible]-72 of Executive Memorandum 69-[illegible], we are submitting one copy of the completed application for federal-aid funding of the following Interstate project.

Item No.	Project No.	Section Name
731	I-4-5(36)200	Waterbury Int.-Naugatuck Int. (Enclosure is copy of letter dated 4-17-70)

Enc.

Dist

cc: E. E. Chase
E. L. Gifford

RECEIVED
NOV 21 1972
FOR FILING

7814

G. L. Green, Division Engineer

November 17, 1972

L. H. Young
Programing Engineer

Program Data Submission
Project I-5-5(38)260

We are submitting program data for one Interstate project, Item No. 731, Project No. I-5-5(38)260, "Woodburn Interchange-Donaldville Interchange Section", which we desire to have included in the Federal-aid Interstate Program.

It is our present intention to receive bids for this project on December 21, 1972.

Enclosed is one copy each of State and District 3 Clearinghouse letters of approval dated April 17, 1970 and August 10, 1970, respectively.

Appropriate credit will be established prior to PS & E authorization for any undercrossing structure removed and replaced under this project except the Chemawa Road undercrossing structure which is eligible for full Interstate participation under FHWA memorandum of August 3, 1971.

A request for FHWA approval to the State's finding that it is in the public interest to designate several sites as mandatory borrow sources, for use on this project, will be submitted under a separate action.

This project will replace the Interstate project programed as Item No. 492 which is being withdrawn (please note the project number is being reused for this project) to release funds for use in programing this proposed Interstate project. PR-9 forms withdrawing Item No. 492 are enclosed for concurrent action.

Enc.
Signed

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

NO.

O.

FORM PR-1 (REV. 4-61)

11-17-72 Rev.

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5 Salem to Woodburn	ADT	23,900	44,100	92	10	Oregon	35	042	731

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST M. DESIG.
H.T. Pave, 12 Str.								I-	5-5	(36)	260

AL FUNDS: Interstate

AREA: Salem & Woodburn

COUNTY NAME: Marion — CODE: 047

ROUTE NO. I- | FEDERAL-AID: I-5 | STATE | U.S.: I-5

PROGRAM GRADE: [ ] 1 OR [X] 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		I-5 Salem to Woodburn						Gr.,dr.,6-12' lanes H.T. Pave., 70' normal med., 10'R & L shldrs.,const. 1 o'xing str. (L. 389') & reconst. 1 o'xing str. (L. 187') & 10 u'xing str.(L.3,604'), illum., sign.,40' frontage rds.& flashing light & gong RR sig. with gates. RR prot.service as req. ROW-274' normal; Access Control-full; Parking Restrictions-complete; utilities & RR adjustment req. incl. preparatory work.
	ROW								
	CONST (CODE)		"Woodburn Intchge.-Hayesville Intchge. Sec.	13.33	25,370,000	23,408,000	1,962,000		
			PROJECT TOTALS	13.33	25,370,000	23,408,000	1,962,000		

PARED BY

GRAM APPROVAL DATES

REMARKS: Additional Data: Item No. 166, 520, 396 & 603; Project No. I-5-5(16), I-5-5(38), I-305-5(1) & I-305-5(2), respectively.

-over-

USCOMM DUSCOMM-DC 48905-P61

Budget Bureau No. 41-R2067 Approv

U.S. DEPAR BURE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

11-17-72 Rev.

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STA CO
2	1 (19) (20)	I-5 Salem to Woodburn 21 69	ADT	23,900	44,100 (66)	92 (70) (71) (72)	10	Oregon	3 (2)

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ.
3	Gr., Dr., H.T. Pave, 12 Str. RR Sig. 28 62	(63) (64)	(65) (66)	(69)	(70)	(71) (72)	(73)	(74) (75)	I- 14 23	5-5 7	(36

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
4	Interstate	Marion	047 (16)
	NAME OF URBAN AREA 17-31 Salem & Woodburn	ROUTE NO. I-	FEDERAL-AID I-5 (32)
		STATE (36) (37)	U.S. I-5 (41)

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(18)	41	42	43 46	53		(54) (58) (59)	(66) (67)	(76)		
5					PE		I-5 Salem to Woodburn					
5					ROW							
5					CONST (CODE)		"Woodburn Intchge.- Hayesville Intchge. Sec.	13.33	25,370,000	23,408,000	1,962,000	
							PROJECT TOTALS	13.33	25,370,000	23,408,000	1,962,000	

(16) (23) (24) (33)

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ROW-2
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CARD	CODE	PREPARED BY
1	1	

PROGRAM APPROVAL DATES

REMARKS: Additional Data: Item No. 166 603; Project No. I-5-5(16), I-5-5(38) & I-305-5(2), respectively.

USCO

WOODBURN INTCHGE.-HAYESVILLE INTCHGE. SECTION

Project No. I-5-5(36)260

Remarks Continued:

Project Data: This project consists of grade and drain 6-12' lanes high-type pavement having 10' right and left shoulders with variable median (70' normal), revision of Woodburn and Brooks Interchanges and construction of 1 overcrossing structure and reconstruction of 1 overcrossing structure and 10 undercrossing structures (tabulated below under "Structures") to provide with existing facilities (4-12' lanes) an ultimate 6-12' lane facility. Relocate 40' frontage roads, install full or partial illumination as applicable at Woodburn and Brooks Interchanges, modify illumination at Hayesville Interchange and install all required roadway signing. Installation of flashing light and gong railroad signals with short arm gate at railroad crossings of Chemawa Road at Chemawa Road Interchange. Railroad protective service as required throughout project.

Temporary lighting will be installed throughout the length of the project to facilitate safe night traffic movement during construction.

NOTE: (1) The necessary landscaping of this section will be done under a separate project or projects in the future as "stage construction". The requirements of PPM 20-8, PPM 90-1, and IM 50-1-70 have been complied with for this section of highway, which actions include all the elements necessary to complete this section to Interstate standards, i.e., such as the landscaping mentioned above which will be accomplished later under a separate project or projects.

(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

Roadway: Type Code 7223; continuously reinforced portland cement concrete pavement with bituminous treated base.

Railroad Crossing Data:

	I-5	Chemawa Road	
Name.	Southern Pacific Transportation Co.		Ore. Elect. Ry. Co. (Burlington Northern)
No. of tracks	one	one	one
No. of Trains	25 freight; 4 switch; 2	passengers 3 days/wk.	4 per day
No. of hi-speed trains	27	27	none
Existing Protection .	Grade sep. str.	No existing crossing. *	
Proposed Protection .	No change	Short arm gates with gongs and flashing lights.	
Railroad Benefit. . .	None	None per IM 21-5-72	

*Both new crossings eliminate present grade crossings located: (1) approximately 180' southerly on the Southern Pacific Transportation Co. tracks with existing protection consisting of short arm gates with gongs and flashing lights; and (2) approximately 140' northerly on the Oregon Electric Railway tracks with existing protection consisting of cross bucks.

Structures:

M.P.	Description	Type Code	Est. Cost
0.00	Northerly end of project.		
0.43	Hillsboro-Silverton Hwy. U'xing (Woodburn Int.); Br. No. 7802A; Hwy. under hwy.; prestressed conc. beams; L. 366'; H.C. 60'; 8' walk/bikeway on N'ly side.	X781	$ 656,000
1.84	Gervais Rd. U'xing; Br. No. 7803A; Hwy. under hwy.; steel plate girder; L. 574'; H.C. 40'.	X771	$ 905,000
3.49	St. Louis Rd. U'xing; Br. No. 7847A; Hwy. under hwy.; prestressed conc. beams; L. 266'; H.C. 40'; 8' walk/bikeway on N'ly side.	X781	$ 344,000
4.74	Keene Rd. U'xing; Br. No. 7848A; Hwy. under hwy.; prestressed conc. beams; L. 320'; H.C. 32'.	X781	$ 335,000
5.74	Concomley Rd. U'xing; Br. No. 7849A; Hwy. under hwy.; prestressed conc. beams; L. 366'; H.C. 32'.	X781	$ 359,000
7.03	Waconda Rd. U'xing; Br. No. 7850A; Hwy. under hwy.; prestressed conc. beams; L. 354';H.C. 32'.	X781	$ 357,000
8.80	Hopmere Rd. U'xing (Brooks Int.)' Br. No. 7851A; Hwy. under hwy.; prestressed conc. beams; L. 322'; H.C. 60'; 8' walk/bikeway on S'ly side.	X781	$ 605,000
9.88	Quinaby Rd. U'xing; Br. No. 7852A; Hwy. under hwy.; prestressed conc. beams; L. 324'; H.C. 40'.	X781	$ 380,000
10.39	Perkins Rd. U'xing; Br. No. 7853A; Hwy. under hwy.; prestressed conc. beams; L. 320'; H.C. 32'.	X781	$ 335,000
12.07	Chemawa Rd. U'xing (Chemawa Int.); Br. No. 7855A; Hwy. under Hwy.; steel plate girder; L. 392'; H.C. 84'; 8' walk/bikeway on S'ly side.	X771	$ 1,060,000

-over-

cription	Type Code	Est. Cost
O'xing (Chemawa Int.); Br. Nos. 7855C & r hwy.; twin prestressed conc. box 417' NB & 361' SB; H.C. 60' each.	X281	$ 1,501,000
O'xing; Br. No. 7854C; hwy. over RR; conc. beams; L. 187'; H.C. 130'.	X181	$ 743,000
	Str. Est. Total	$ 7,580,000

Appropriate credit will be established prior to PS & E authori-
ossing structure removed and replaced under this project except
crossing (M.P. 12.07) which is eligible for full Interstate
WA memorandum of August 3, 1971.

this project will require the contractor to utilize four
ource sites for all or a portion of the borrow material needed
f the project. The borrow material will be removed from two
ch a manner that they will provide facilities capable of being
ion with the Oregon Game Commission, as warm game fish ponds
c for the enjoyment of angling. The other two (2) borrow
n such a manner that the contours will blend I-5 and future
e adjoining property so as to produce a more aesthetic
le within the limits of a normal roadway cross section.
lish that it is in the public interest to require the
nandatory borrow sites will be submitted under separate

Hearing: Held April 23, 1970.

oved under FHWA memorandums of September 2, 1970, January 29,
1971.

t: Negative Declaration for the project was concurred in by
71.

: State and District 3 Clearinghouse letters of approval
d August 10, 1970, respectively.

Railroad Work:	S.P.T. Co.	ORE. ELECT.
Adjustment, e.g., guardrail, ballast, planking, signal & communication lines (Type Code Y040).	$ 13,000	$ 13,000
Inst. short arm gates with gongs & flashing lights (Type Code Y018). . . .	$ 22,000	$ 22,000
Protective service.	$ 25,000	$ 5,000
TOTAL PRELIMINARY COST EST.	$ 60,000	$ 40,000

Utilities: Adjustment of the following (Type Code Y060):

Portland General Electric Co.	$ 10,000
Pacific Northwest Bell Telephone Co..	$ 3,000
Northwest Natural Gas Co.	$ 2,000
Bonneville Power Administration	$120,000
TOTAL PRELIMINARY COST EST.	$135,000

M.P.	Description	Type Code	Est. Cost
12.34	I-305 N.Bd. O'xing (Chemawa Int.); Br. Nos. 7855C & D; hwy. over hwy.; twin prestressed conc. box girder; L. 417' NB & 361' SB; H.C. 60' each.	X281	$ 1,501,000
13.18	S.P.T. Co. O'xing; Br. No. 7854C; hwy. over RR; prestressed conc. beams; L. 187'; H.C. 130'.	X181	$ 743,000
		Str. Est. Total	$ 7,580,000

Unusual Circumstances: Appropriate credit will be established prior to PS & E authorization for any undercrossing structure removed and replaced under this project except the Chemawa Road Undercrossing (M.P. 12.07) which is eligible for full Interstate participation under FHWA memorandum of August 3, 1971.

The specifications for this project will require the contractor to utilize four (4) mandatory borrow source sites for all or a portion of the borrow material needed for the construction of the project. The borrow material will be removed from two (2) of the sites in such a manner that they will provide facilities capable of being developed, in conjunction with the Oregon Game Commission, as warm game fish ponds available to the public for the enjoyment of angling. The other two (2) borrow sites will be graded in such a manner that the contours will blend I-5 and future I-305 roadways into the adjoining property so as to produce a more aesthetic appearance than possible within the limits of a normal roadway cross section. Justification to establish that it is in the public interest to require the contractor to utilize mandatory borrow sites will be submitted under separate action.

Location/Design Public Hearing: Held April 23, 1970.

Location/Design: Approved under FHWA memorandums of September 2, 1970, January 29, 1971 and September 17, 1971.

Environmental Statement: Negative Declaration for the project was concurred in by FHWA on November 1, 1971.

Clearinghouse Approval: State and District 3 Clearinghouse letters of approval dated April 17, 1970 and August 10, 1970, respectively.

Railroad Work:

Adjustment, e.g., guardrail, ballast, planking, signal & communication lines (Type Code Y040). . . . . .

Inst. short arm gates with gongs & flashing lights (Type Code Y018). . . .

Protective service. . . . . .

TOTAL PRELIMINARY COST EST.

Utilities: Adjustment of the following (Ty

Portland General Electric Co. . . . . .
Pacific Northwest Bell Telephone Co.. .
Northwest Natural Gas Co. . . . . .
Bonneville Power Administration . . . .

TOTAL PRELIMINARY COST EST.

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

TION NO.

W.O.

FORM PR-9 (REV. 6-61)

11-17-72

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

ER (20) | PROJECT LOCATION (45 typewriter spaces) 21–65: I-5 0.5 mi. N. Salem N. 13.22 mi.

ADT: 13,400

FUTURE ADT (66–70): 43,300 | YEAR (71–72): 87 | REGION (74–75): 10 | STATE NAME: Oregon | STATE CODE (2–3): 35 | APPN. CODE (4–6): 042 | ITEM NO. (14–18): 492

F PROPOSED WORK (35 spaces) (62): gh-Type Pavement

NATL FOREST (63–65):

FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66–68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72–73) | PL AUTH YR (74–75)

PROJECT NUMBER: PREFIX LETTER(S) (14–23): I- | NUMBER-AGR. NO. (7–13): 5-5(36)

I PROJECTS ONLY: POST MI. (24–26): 260 | DESIG. (27)

ERAL FUNDS I: Interstate

COUNTY NAME: Marion | CODE (12–18): 047

N AREA: Salem & Woodburn

F.A. SYSTEM: Interstate

RTE NO. (32): I | FEDERAL AID (36–37): I-5 | STATE | U.S. (41): I-5

J C	WORK TYPE (42–46)	STEP (53)	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54–58)	PROJECT COST: TOTAL COST (59–66)	FEDERAL FUNDS (67–76)	STATE FUNDS	CHARACTER OF PROPOSED WORK
	PE		ITEM AS NOW PROGRAMED	492	I-5-5 (36)260	I-5 0.5 mi. N. Salem N 13.22 mi.					Gr. Dr. 8" overlay 4-12' lanes HT pave. 10' rt-6' lt shldrs, 6-1 slopes, 42' median with var. slopes & Woodburn Intchge. revision.
	ROW					"Woodburn Intchge.- Hayesville Intchge. Sec."	13.22	5,190,000	4,780,800	409,200	
	CONST						0.00	10,000	9,200	800	
						PROJECT TOTAL	13.22	5,200,000	4,790,000	410,000	
	PE		REQUESTED REVISION	492	I-5-5 (36)260	Withdraw Project					
	ROW										
	CONST										
						PROJECT TOTAL		(16) (23)	(24) (33)		

PR-9 has been submitted 7 days. Yes [ ]

PROJECT WITHDRAWN YES [X]

CODE 11 → CODE 2

REASON FOR CHANGE: To withdraw the project and release the funds for the programing of this section as a new Interstate project, Item No. 731, Project No. I-5-5(36)260, to revise the existing 4 lane facility to 6 lane Interstate standards.

ting into two or more projects. Prepare a form PR-1 for all resulting from such action.

ROVAL: 1967

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE: November 17, 1972	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
STATE HIGHWAY ENGINEER	TITLE	TITLE

nsfer from one class of project to another, or covers joint financing, show both classes of funds involved.

THIS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48903-P61

Budget Bureau No. 41-R2068; Approv

U.S. DEPA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 6-61)

11-17-72

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21			FUTURE YEAR (66)(70)(71)(72)	REGION (74)(75)	STATE NAME	ST CO
2		I-5 0.5 mi. N. Salem N. 13.22 mi. 65	ADT	13,400	43,300 | 87	10	Oregon	3

CARD	CHARACTER OF PROPOSED WORK (35 spaces) 28 62	NATL. FOREST (63)(65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66)(68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER: PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7
3	Gr. Dr. High-Type Pavement								I-	5-5(36)

CARD	CLASS OF FEDERAL FUNDS [1]	COUNTY NAME
4	Interstate	Marion

NAME OF URBAN AREA (17-31)	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE (32)
Salem & Woodburn	Interstate	I	I-5	

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE (43-46)	STEP (53)	STATUS	ITEM NUMBER (54)(58)	PROJECT NUMBER (59)(66)	TERMINI (67)(76)	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CH PRO
1	(1-4)(5)	16	41	42		53				I-5 0.5 mi. N. Salem N 13.22 mi.					Gr. Dr. 8" c lanes HT pa shldrs, 6-l median with Woodburn In
5					PE		ITEM AS NOW PROGRAMED	492	I-5-5 (36)260	"Woodburn Intchge.- Hayesville Intchge. Sec."	13.22	5,190,000	4,780,800	409,200	
					ROW						0.00	10,000	9,200	800	
					CONST					PROJECT TOTAL	13.22	5,200,000	4,790,000	410,000	
5					PE		REQUESTED REVISION	492	I-5-5 (36)260	Withdraw Project					
					ROW										
					CONST					PROJECT TOTAL		(16)(23)	(24)(33)		

CARD			
1	A form PR-1 or PR-9 has been submitted within the last 7 days.	Yes ☐	PROJECT WITHDRAWN YES [X]
1	COLUMN 14 ——→	CODE 11	CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE: To withdraw the project and release the funds for the programing of as a new Interstate project, Item No. 731, Project No. I-5-5(36)260, to revise the facility to 6 lane Interstate standards.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
May 22, 1967	DATE: November 17, 1972	DATE	DATE
OTHER:	SIGNATURE	SIGNATURE	SIGNATURE
	STATE HIGHWAY ENGINEER	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

RECEIVED
NOV 16 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7866

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 16, 1972

To Mr. Glen L. Green
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

ORIGINAL SIGNED
L. L. WALLACE

From L. L. Wallace
Bridge Design Engineer

NOTED
A. E. JOHNSON

Subject Gervais Road Undercrossing, Br. No. 7803A
Chemawa Road Undercrossing, Br. No. 7855B
Woodburn Intch.-Hayesville Intch. Section
Pacific Highway I-5
Marion County

We propose to use a Waboflex SR expansion joint seal, model number SR 2.5, or a Transflex expansion joint seal, model number 250. These joint seals will be called for on the plans as alternates.

This will be set up as an experimental project per U. S. Department of Transportation Policy and Procedure Memorandum 20-6.3.

The experimental features will be identified on the PS & E. Arrangements to provide for the post-construction inspection and evaluation reports will be made. Enclosed are copies of our work plan and inspection report.

JMT/ag

Encls.

cc A. E. Johnson
L. H. Young
V. E. Skoog
J. B. Boyd w/2 copies work plan and inspection report

RECEIVED
NOV 16 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

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OREGON STATE HIGHWAY DIVISION

7866

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 14, 1972

To Mr. Glen L. Green
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon

APPROVED
L. L. WALLACE

From L. L. Wallace
Bridge Design Engineer

NOTED
A. E. JOHNSON

Subject Illumination
Woodburn-Hayesville Intchge. Section
Pacific Hwy. (I-5) Marion County
Bridge No. 16033
Reference No. 10-35-DB

As you requested in your letters of September 6 and October 2, 1972, we are submitting two reduced sets of Drawings Nos. 28602 through 28607 which are the final design details for the illumination of the subject project.

Please review these details and give us your approval and/or comments. This project is scheduled for the December 21, 1972, bid letting.

DOC/ag
Encls.
cc A. E. Johnson
E. S. Hunter
J. B. Boyd
L. E. George
V. E. Skoog
L. H. Young

RECEIVED
NOV 15 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FORM S-30 (REV. 10-69)

I-5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 8, 1972

To:

Mr. Frank Hall
Design Engineer

B U I L D I N G

SUBJECT: Woodburn Interchange
Hayesville Interchange Sec.
Pacific Highway
Marion County

CONTRACT LETTING - DECEMBER 21, 1972

A contract is scheduled to be let December 21, 1972 on referred section and highway.

The following improvements are found on the right of way. Due to lack of lead time they should be included in the contract for removal by the contractor after February 1, 1973.

File	Name	Location	Improvements	Salvage Value
47322	Hunt	1174+50 R	Gas pumps	($ 350
		1175+10 R	Vending shed	(
47042	McGarry	1396+90 L	Shop	0
47076	Smith	1616+25 R	House	0
47114	Brantner	1780+75 L	Shed	(1,000
		1780+75 L	Shed	(
		1781+00 L	House	(
		1781+50 L	Garage	(
44589	Austin	1782+00 R	Shed	(1,500
		1783+25 R	House/Garage	(
47115	Patterson	1783+25 R	Shed	(1,500
		1783+75 R	House/Garage	(
44590	Evans	1784+00 R	House/Garage	1,500

cr
cc: D. H. Moehring
J. R. Oakes
Duane Ridings
J. B. Boyd
Rod Henry
Jess Barton
C. G. Swenson
Trial Section

1 Hall
2 A. Olson
3 Tarpin
Scott
Swenson
R. Olson
Trout

W. H. HASKIN
Property Manager

RECEIVED
NOV 8 1972
DESIGN SECTION

Required Action ☐
Required Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

NOTED
L. K. WATSON

RECEIVED
NOV 7 - 1972
FOR FILING
UTILITY UNIT

7866

S

378-6511

November 3, 1972

Oregon Electric Railway Company
1101 NW Hoyt Street
Portland, OR 97207

NOTED
F. E. KLABOE

ATTENTION: Mr. H. F. Moy

RE: Preliminary Plan & PUC Map
Woodburn Interchange-Hareyville
Interchange Section
Pacific Highway
Marion County
R/W File: 47417

Gentlemen:

On December 21, 1972, the State plans to open bids for the construction of the above-captioned project. You will find enclosed one set of our preliminary plans, two reduced prints of the PUC map and profile, Drawing No. 9B-10-4 as revised October 4, 1972, and three copies of our description for the easement across your property required by the construction of this project, File No. 47417.

The construction of this section of the Pacific Highway requires reconstruction of a portion of Chemawa Road, which will cross over the freeway and also cross your tracks at grade. In my letter dated July 28, 1972, with which I submitted to you the preliminary right of way map of the Chemawa Road-Hickory Street Section of the Salem Freeway, I-305, I indicated that the construction of Chemawa Road would be part of that contract. This is not the case. Chemawa Road will be reconstructed, as shown on the enclosed plans, as part of this project which is imminent.

The grade crossing of your tracks is proposed to be signalized with cantilevered flashing lights and crossing gates, the cost of which is to be shared on a 90-10 basis, the State bearing 90% and the Railroad 10% of the cost. In addition, there will be a bicycle path which will cross your tracks, as shown on Sheet 28 of the construction plans. It is proposed that the crossing gate installation on the southerly side of the new Chemawa Road grade crossing should have a small crossing gate attachment to control the pedestrian and bicycle movements. The stenciled stop sign on the bicycle path pavement will be used to control westbound bicycle and pedestrian movements.

Please refer to Sheets 28 and 28B. The temporary connection between "M5" Line Stations 0+00 and 6+10 will be constructed at such time as the right of way is acquired. We expect this to be performed by our contractor as extra work. Until this is accomplished, the "M5" Line will be connected to Ridge Drive and a guard rail placed across the new alignment, as shown on Sheet 28.

In light of the early construction date of this project, we solicit your granting a permit of entry on this property so that we may proceed without delay. It is understood a satisfactory construction agreement will be executed when it is presented to the State by the Railroad.

You will be reimbursed for the entire cost of the construction of the new grade crossing and for the removal of the existing grade crossing after the new one is opened to traffic. You will also be reimbursed for the adjustment of signal and communication lines, railroad protective costs, and all other expenses incurred by your forces as the result of this project, in accordance with PPM 30-3 and all supplements thereto.

We solicit your early review and approval of this material so that this project may proceed without delay. An application to the Public Utility Commissioner's office will be made in the near future.

Very truly yours,

ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:jly

Enclosures

cc: Mr. K. E. Wyckoff - BNI
Mr. L. V. Topaz - PUC

bc: G. L. Green
P. B. Klaboe
F. L. Hall
L. E. George
E. S. Cox
J. B. Boyd
J. W. Valentine

RECEIVED
STATE HWY ENGR
NOV 3 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-2-72

FOR FILING

FROM: G. L. GREEN, DIVISION ENGINEER, SALEM, OREGON	PROGRAM NO.	FEDERAL AID PROJECT NO. 1-5-5(38)262
	ITEM NO. 1-520	STATE PROJECT NO. WOODBURN-HAYESVILLE SECTION
		COUNTY NAME MARION
		PROGRAM STAGE (Check) [ ] 1. [X] 2.

TO:

7866

G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

11-6-72 Young

RECEIVED
STATE HWY ENGR
NOV 3 '72
REFER TO

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	FOR
	NOVEMBER 2, 1972	INTERSTATE ROUTE 1-5	IND. | TYPE | R/D | DR | GRD | ...
		STATE ROUTE NUMBER PACIFIC HIGHWAY ROUTE #1	

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF FILE NUMBER 47589 AS REQUESTED IN MR. YOUNG'S OCTOBER 27, 1972 LETTER. FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) RELOCATION ASSISTANCE

FILE # 47589 - MANN

- [X] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
NOVEMBER 2, 1972	C J Martin	DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

1-13/2

5

7866

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

~~October 10, 1972~~
11-1-72

To: √ Mr. R. L. Schroeder
Assistant State Highway Engineer

SUBJECT: Woodburn Intchge.-Hayesville Intchge.
Pacific Hwy. I-5
Marion County

BUILDING

In recent discussions with Mr. Ted Kuenzi, Assistant Public Works Director for Marion County, and Don Stilwell, City Manager of Woodburn, requests were made for various considerations relative to the State's proposed project on the Woodburn Intchge.-Hayesville Intchge. Section of the Pacific Hwy. I-5 as it affects the two units of government.

Tentative agreement was reached for State, during interim of reconstruction, to close Gervais, Keene, Concomley, Waconda, Quinaby, and Perkins Roads, with the necessary signing and notification via the news media to inform the motoring public. 6

The Woodburn and Brooks Interchanges, as well as the St. Louis and Chemawa Road separation structures, should be built in stage construction and remain open for vehicular travel. (See title sheet of plans.) 3

One item of extreme concern to the County is that of rubble disposition of existing structures, and it was requested that we make it clear in our specifications that such rubble shall be buried out of sight, within the limits of the project. Hall

The County and City have proposed an extension of a county road in the southwest quadrant of the Woodburn Intchge. and want to be sure of the State connection of the frontage road in the northwest quadrant to match that projection at the intersection of ORE 214. They also expressed an interest in excess property in the Woodburn Intchge. to be utilized as a parking area for commuter traffic, "park and ride." (See sheets 3, 3a, 3b, and 4 of plans.)

11-1-72
all items taken care of except RR Overxing which is in hands of Ellen Brown Co. to advise EBA

RECEIVED
OCT 10 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

At approximately Engineer's Stations 1730 to 1745, the State proposes to relocate and reconstruct a frontage road along the westerly side in order to gain width for the freeway, and the County would approve such construction; however, they are very desirous for the structure over Labish Drainage Ditch to be included to alleviate the bad curvature. The County would possibly acquire any additional right-of-way needed in this reconstruction of the structure. (See sheet 26 of plans.)

One other matter of extreme concern to all parties is that of construction of the Chemawa Road Interchange and the connections. (See sheet 28 of plans.) The County is very desirous that the easterly connection be extended, by State, across the Southern Pacific Transportation Company Railroad to connect to the existing Chemawa Road (approximately 600+ feet), rather than leave a short section unfinished. The County's future plans call for extension of Chemawa Road easterly to ORE 99E and a new route westerly to connect to Lockhaven Drive near the Whitaker Junior High School. As an offset, in exchange for the short section of Chemawa Road construction, the County would assume jurisdiction, control, maintenance of various frontage roads, etc., within Marion County.

Please review these matters at your earliest convenience, let me know of your desires, and we will get on with the necessary changes in plans, agreements, negotiation, etc., to meet the proposed January, 1973 bid letting.

H. S. Cox
County and City Engineer

By

D. N. Harwell
Assistant Engineer

DNH:ljt

cc: F. B. Klaboe
E. S. Hunter
J. B. Boyd

RECEIVED

78666

November 1, 1972

Marion County Board of
Commissioners
Courthouse
Salem, Oregon 97301

Gentlemen:

I-305

Re: On-Off Ramps of Reconstructed
Cherawa Overpass

On October 17, 1972, you requested that the proposed improvement to Interstate 5 at the Cherawa Overpass not include any access ramps to the Cherawa Overpass approaches. You also requested that the complete interchange at Cherawa Road, including the connecting ramps, be a part of the I-305 project.

Please be advised that our plans for the Woodburn Interchange-Hayesville Interchange improvement to Interstate 5 will reflect your request.

At this time we expect to take bids on that project December 21. This will permit you to plan for the orderly improvement of Cherawa Boulevard and Hazel Green Road up to a standard which will handle the estimated additional traffic generated by the interchange.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

cc: John Anderson
bc: George Baldwin
Tom Edwards
F. B. Klaboe
Frank Hall
H. S. Cox

COMMISSIONERS
HENRY C. MATTSON CHAIRMAN
PAT McCARTHY
HARRY CARSON, JR.
EXECUTIVE SECRETARY
BRUCE PROSSER
LEGAL COUNSEL
DUANE R. ERTSGAARD

TELEPHONE [redacted]
588-5212
AREA CODE 503

MARION COUNTY
BOARD OF COMMISSIONERS
COURTHOUSE
SALEM, OREGON 97301

RECEIVED
STATE HWY ENGR
OCT 24 72
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

October 17, 1972

Mr. George Baldwin, Director
Dept. of Highway Administration
135 State Hwy. Bldg.
Salem, Oregon 97310

Dear Mr. Baldwin:

RE: On- Off-Ramps of Reconstructed Chemawa Overpass

On September 30, 1970, the Board of County Commissioners concurred in an agreement for the Chemawa Road-Hickery Street section of the Salem Freeway (I-305). This section now appears to be in the future, possibly 1975.

We have been advised, however, that the six lane improvement to I-5 between the Woodburn Interchange and the Haysville Interchange will be let to bid in the very near future.

It would be our request that the proposed improvement to I-5 at the Chemawa Overpass not include any access ramps to the Chemawa Overpass approaches.

We would prefer that the complete interchange at Chemawa, including the connecting ramps, be a part of the I-305 contract schedule. This will permit us to adequately plan for the improvement of Chemawa Boulevard and Hazel Green Road and to accept the estimated additional traffic generated by this interchange. May we have your favorable consideration to this request?

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

Henry C. Mattson
Chairman

Pat McCarthy
Commissioner

Harry Carson Jr.
Commissioner

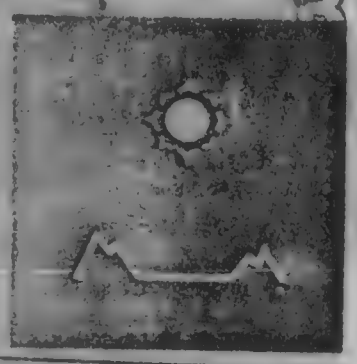
JAA:ja

RECEIVED
OCT 24 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Noted
Cary L. Ross
NOTED
R. L. SCHROEDER

RECEIVED
OCT 20 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
NOV 3 -



MID-WILLAMETTE VALLEY
COUNCIL OF GOVERNMENTS

ROOM 305 ★ CIVIC CENTER, 555 LIBERTY STREET S.E., SALEM, OREGON 97301
TELEPHONE (503) 588-6177

W. J. KVARSTEN, *Director*

October 30, 1972

78660

Mr. L. H. Young
Oregon State Highway Division
County and City Section
State Highway Building
Salem, Oregon 97310

RECEIVED
OCT 31 1972
PROGRAMING SECTION
RECEIVED
NOV 1 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Attention: Duane Ridings

Dear Mr. Young:

I am writing in response to your request to Mr. B. T. Van Wormer for information regarding the identification of public organizations or quasiofficial organizations that might be opposed to the widening of I-5 from Woodburn to the Haysville interchange on the grounds of interference with recreational, historical and public resources. In the case of the listed, possibly affected parties, each of the parties would, we believe, endorse the entire project in concept--many have already done so. However, on the basis of the map accompanying your request in the case of the relocation of the north Chemawa Road crossing of I-5 and the construction of a partial interchange as shown at that location, we believe that the listed agencies may be concerned with the manner in which the interchange is designed--especially with respect to adjacent railroad crossings. In each case we anticipate that the cited agency would have some responsibility for assuring themselves that the design would not detrimentally affect either the safety of persons using the interchange or an investment in public resources.

It is our belief that grade separated crossings should be provided at both railroads concurrently with the construction of this interchange. Failure to construct grade separated crossings would encourage congestion in the area. And hence would decrease the benefits the public would otherwise realize from the massive public expenditures anticipated as the I-305 freeway and Linear Park are built.

NOTED
E. S. HUNTER

This interchange is to serve as the major entranceway to Oregon's Capitol from the north and I am sure that you share our feeling that all that can be done to make it serve this entranceway function aesthetically, conveniently and safely should be done.

I have taken this opportunity to comment on this major project because of its

NOTED
R. L. SCHROEDER

RECEIVED
NOV 1 1972

NOTED
R. D. ASHLEY

importance to all of us. Should the names of additional agencies who might be concerned with this project come to mind, I will forward their names to you.

Yours very truly,

W. J. Kvarsten, Director

cc Chemawa Indian School, Al Ouchi, Superintendent
Marion County Planning Commission
Marion Polk Regional Parks and Recreation Agency
SATS Citizens Advisory Committee
SATS Technical Advisory Committee
Salem Planning Commission
B. T. Van Wormer

cc: Hall
Roger
Schroeder
Wolfe
Cole

11-1-72

MACDONALD/caa

October 16, 1972
(date)

Mr. B. T. Van Wormer
Public Works Director
City Hall
Salem, Oregon 97301

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway Pacific I-5

Section Woodburn Intchge-Hayesville Intchge: Grade, Pave, Structures, Illumination & Sign: 6-lane

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes /XX/ No / /

If answer is yes, please list organizations:
Chemawa Indian School, Al Ouchi, Superintendent
Marion County Planning Commission
Marion Polk Regional Parks and Recreation Agency
SATS Citizen's Advisory Committee
SATS Technical Advisory Committee
Salem Planning Commission
[redacted]

October 30, 1972
(date)

By W. J. Kvarsten, Director
Mid Willamette Valley Council of Governments

RECEIVED
NOV 1 1972
[redacted] Office of [redacted] Planning
Attn: Duane Ridings

By _____
Commissioner

By _____
Commissioner

RECEIVED
OCT 27 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

73464

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
R. E. Simpson, Division Engineer
Federal Highway Administration

DATE October 27, 1972

FROM L. H. Young
Programing Engineer

SUBJECT Project No. I-5-5(38)260
Woodburn-Hayesville Section, ROW
File 47589-Hmun

We hereby request your authorization to proceed with the actual acquisition of the above property which is required to provide access to Bonneville Power Administration for service on their transmission line and will be required prior to completion of the scheduled construction work. The property is as outlined in red on the enclosed sketch map and no increase in the total cost or federal funds for the project as currently programed is anticipated for this additional property; nor is any relocation assistance involved.

CL:pr

Enc.

cc: J. R. Oakes
R. M. Chase
M. Mitchell

FORM 6-39 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

I-5

Salem, Oregon
October 25, 1972

SUBJECT: [redacted] Interchange
Pacific Highway
Marion County

To: Victor D. Wolfe
Location Engineer
O F F I C E

From: C. J. Gregg
C. J. Gregg
Base Design Engineer

A review of the laboratory tests and hole logs of the borrow areas has been completed and the following information is provided:

> The borrow material is a clayey silt, A-4 to A-6 AASHO Classification. About 95% of the soil passes the #200 sieve with very low to almost non-existent permeability. The R values are in the order of five. High moisture content was encountered at about two to five feet and increased with depth.

The present plan calls for about one million plus yards of borrow from these areas, or roughly 75% of the project will be embankment. Our recommendation is to set up an anticipated bid item in the special provisions to lime treat all borrow material, this at the discretion of the Resident Engineer.

O K Hall

CJG:af

1 Hall H
A. Olson
2 Terpin T
Scott
Copy Swenson
R. Olson
Trout KF

RECEIVED
OCT 27 1972
DESIGN SECTION

REFERRED TO Hall By Location Engineer
Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

RECEIVED
OCT 26 1972
LOCATION SECTION

NOTED
L. K. WATSON

GPO 882479-734

624-1979

FORM S-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

I-5

October 20, 1972
Salem, Oregon

SUBJECT: [redacted]

To: Frank Hall
DESIGN ENGINEER

On our safety section such as this one where we have flattened the slopes to 6 to 1, or even 4 to 1, we no longer need a foot of headwall protrusion on box culverts. From a safety standpoint these headwalls should be limited to a 4" height above the theoretical and actual finished slope.

Please have the plan for the subject section modified to incorporate this safety design feature. FHWA Area Engineer, Paul Riedl, is insistant.

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/sr

cc: Ed Hall

APPROVED
Design Engr.

You can do this with a note on the plan sheet, but the Bridge Section should be asked to change their drawing. H.

1 Hall H
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout VT

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DESIGN SECTION

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NOTED
L. K. WATSON

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UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7866

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

October 19, 1972

Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208

ATTENTION: Mr. Thomas Kornelis

Re: Approach and Access Road
Woodburn Interchange-Hayesville
Interchange Section
Pacific Highway
Marion County

Gentlemen:

Attached hereto is a copy of revised Sheet 24A of the plans for the subject project. The plan sheet reflects a change in the location of the approach to your transmission line easement at the northerly side of Quinaby Road.

The approach has been moved 35 feet easterly to eliminate acquisition of an easement that would eliminate a group of ornamental trees.

If further information or assistant is required, please contact Jack M. Cartwright, Utility Office Engineer, Room 314 State Highway Building, Salem, Oregon 97310.

Very truly yours,

Jack M. Cartwright

for T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosure

cc: F. B. Klaboe
E. J. Hall
J. B. Boyd
J. W. Valentine

NOTED
F. B. KLABOE

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STATE HWY ENGR
OCT 19 '72
REFER TO
FOR
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FORM S-58 (REV. 10-68)

I-5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 10, 1972

SUBJECT: Woodburn Interchange-
Hayesville Interchange
Pacific Highway (FAR 46)
Marion County

To: Victor D. Wolfe
Location Engineer
Office

From: C. J. Gregg
C. J. Gregg
Base Design Engineer

The presently approved base design for the subject section is identical to the one used for the project under contract (Hubbard Interchange-Woodburn Interchange). We believe a change in the base design is desirable in order that the problems encountered on the Hubbard Interchange-Woodburn Interchange may be eliminated, i.e., a wet subgrade.

The Mainline base design (both projects) called for 8.0" C.R.P.C.C., 4.0" asphaltic concrete base, and 12.0" aggregate base. The 12.0" of aggregate base was not a strength requirement, but was to facilitate drainage.

During the condition survey 50 holes were drilled in the existing roadway. The base material ranged in depth from 14.0" to 24.0", with 41 of the holes showing less thickness than the 19.5" planned. This would indicate that substantial pumping of the subgrade soil into the base has occurred. Tests indicate the upper portion of the base has broken down (an excess of material passing the #40 sieve, retained on the #200 sieve) to a fine sand; thus, drainage would be slowed considerably through the breakdown and pumping action, and the thickness or area that would drain is questionable.

The conclusion is that the structural thickness using 12.0" of aggregate base will have little or no value for drainage purposes as too much of the bottom portion of the base will be lost due to pumping. This has already occurred in the present construction from Hubbard Interchange-Woodburn Interchange and there has been extensive use of lime treated subgrade by price agreement to stabilize the wet soil and prevent pumping. Our design recommendation for the subject section is to delete six inches of the rock and to substitute six inches of lime treated subgrade. We believe the use of lime will make the remaining

No Hall

REFERRED TO Hall By Location Engineer

SP*52478-794

rock effective as a drain and also structurally. Without the use of lime, we believe the present construction experience has shown that the rock becomes ineffective as a drain due to pumping of fines and has little structural value for the same reason.

Should the base design revision not be approved, we recommend that an anticipated bid item be set up in the special provisions to provide for a minimum 50 percent of the project to be lime treated at the discretion of the Resident Engineer, similar to the way binder shots are handled.

CJG:af

Stay with our base design & select sections needing lime treatment.

10/24/72
Hale

Embankments made of borrow matl. and other areas as directed are to be lime treated.
T.

1 Holt
A. Olson
2 Terpin
Scott
3 Swenson
R. Olson
Trout

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FORM E-58 (REV. 10-69)

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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
October 10, 1972

To: Mr. R. L. Schroeder
Assistant State Highway Engineer

B U I L D I N G

SUBJECT: Woodburn Intchge.-Hayesville Intchge.
Pacific Hwy. I-5
Marion County

NOTED
F. B. KLABOE

In recent discussions with Mr. Ted Kuenzi, Assistant Public Works Director for Marion County, and Don Stilwell, City Manager of Woodburn, requests were made for various considerations relative to the State's proposed project on the Woodburn Intchge.-Hayesville Intchge. Section of the Pacific Hwy. I-5 as it affects the two units of government.

Tentative agreement was reached for State, during interim of reconstruction, to close Gervais, Keene, Concomley, Waconda, Quinaby, and Perkins Roads, with the necessary signing and notification via the news media to inform the motoring public.

The Woodburn and Brooks Interchanges, as well as the St. Louis and Chemawa Road separation structures, should be built in stage construction and remain open for vehicular travel. (See title sheet of plans.)

One item of extreme concern to the County is that of rubble disposition of existing structures, and it was requested that we make it clear in our specifications that such rubble shall be buried out of sight, within the limits of the project.

The County and City have proposed an extension of a county road in the southwest quadrant of the Woodburn Intchge. and want to be sure of the State connection of the frontage road in the northwest quadrant to match that projection at the intersection of ORE 214. They also expressed an interest in excess property in the Woodburn Intchge. to be utilized as a parking area for commuter traffic, "park and ride." (See sheets 3, 3a, 3b, and 4 of plans.)

At approximately Engineer's Stations 1730 to 1745, the State proposes to relocate and reconstruct a frontage road along the westerly side in order to gain width for the freeway, and the County would approve such construction; however, they are very desirous for the structure over Labish Drainage Ditch to be included to alleviate the bad curvature. The County would possibly acquire any additional right-of-way needed in this reconstruction of the structure. (See sheet 26 of plans.)

One other matter of extreme concern to all parties is that of construction of the Chemawa Road Interchange and the connections. (See sheet 28 of plans.) The County is very desirous that the easterly connection be extended, by State, across the Southern Pacific Transportation Company Railroad to connect to the existing Chemawa Road (approximately 600+ feet), rather than leave a short section unfinished. The County's future plans call for extension of Chemawa Road easterly to ORE 99E and a new route westerly to connect to Lockhaven Drive near the Whitaker Junior High School. As an offset, in exchange for the short section of Chemawa Road construction, the County would assume jurisdiction, control, maintenance of various frontage roads, etc., within Marion County.

Please review these matters at your earliest convenience, let me know of your desires, and we will get on with the necessary changes in plans, agreements, negotiation, etc., to meet the proposed January, 1973 bid letting.

H. S. Cox
County and City Engineer

By

D. N. Harwell
Assistant Engineer

DNH:ljt

cc: F. B. Klaboe
E. S. Hunter
J. B. Boyd

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OCT 10 1972
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OREGON STATE HIGHWAY DIVISION

78666

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310

DATE October 9, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Construction Speed Zone
Woodburn-Havesville Section
Pacific Highway (I-5)

Speed Zone Resolution No. 233, enacted September 27, 1956, establishes a 70 MPH designated speed on the Pacific Highway between the N. Tigard Interchange and the Hayesville Interchange.

Work will soon be under way reconstructing the section of the Pacific Highway between the Woodburn and Hayesville Interchanges. To provide for the safe movement of traffic through the construction sections, it is desirable that a speed of less than 70 MPH be in effect in those sections where construction conditions are such that high speeds would provide unsafe operation.

It is recommended that Speed Zone Resolution No. 233 be temporarily amended to provide a 50 MPH speed zone on the Pacific Highway between the Woodburn Interchange (M.P. 272.29) and the Hayesville Interchange (M.P. 258.95). This speed zone is to be in effect in those sections of construction activity where signs are installed.

This matter will be on the agenda for your consideration at the October 31 meeting.

bc: C. W. Head
G. M. Baldwin
F. B. Klaboe
R. L. Schroeder
A. E. Johnson
C. T. Keasey
L. E. George
J. B. Boyd
Gary Ross
Gary Sund

VPJ:njc dps

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9-19-72

...ral CONTRACTS and
AGREEMENTS No. 53285

7866

September 29, 1972

Mr. James R. Kuhn, Jr.
Attorney
Office of the Solicitor
U. S. Department of the Interior
Box 3621
Portland, Oregon 97208

Dear Mr. Kuhn:

Attached for your files is a fully executed copy of a Memorandum of Agreement with Department of Interior, Department of Transportation and the Oregon State Highway Commission providing for transfer of necessary lands from Chemawa School property to accommodate reconstruction of Interstate 5 and the construction of Interstate 205 north of Salem.

A fully executed copy of this agreement is being sent to the Department of Transportation and we have retained a fully executed copy for the Commission's files.

Very truly yours,

O. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc David Moehring

#178666

Salem

September 28, 1972

Roy Olson
Landscape Engineer

R. D. Asburry
Assistant Programing Engineer

Seeding and Mulching

Attached is a copy of the letter from Regional Construction Engineer, Gerald Wimer, questioning the necessity of performing the seeding work by the drilling method as specified in Section 681.32(c); also recommending that the contractor be given the option of drilling without mulching where the specifications require drilling.

Will you please confer with Mr. Wimer regarding this matter and give us your recommendations.

Your early attention will be appreciated, and if any changes should be made in this specification, we would like to incorporate them in the Woodburn-Hayesville Section of I-5, which is presently scheduled for contract in November.

RDA:dg

Attach.

cc E. S. Hunter
F. L. Hall
C. G. Swenson
G. W. Wimer
Joe Hay

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SEP 29 1972
FOR FILING

A E Johnson

OREGON STATE HIGHWAY DIVISION

78666

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 27, 1972

To Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

From ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Bridge Design Engineer

NOTED
A. E. JOHNSON

Subject Illumination
Chemawa Interchange
Woodburn Intchge.-Hayesville Intchge. Sec.
Pacific Highway I-5
Marion County
Br. No. 16033

Attached are two prints of the proposed illumination plan for the Chemawa Interchange on the subject section. Also attached are copies of the luminaire photometric sheets and ADT for the interchange.

It is proposed to completely illuminate this interchange in two stages. Nine tower illumination poles will be utilized to illuminate that portion of the interchange being constructed under this contract, and eleven more will be added under the I-305 contract when the interchange is completed.

The lighting is designed for 1.0 average maintained footcandles at a 3:1 uniformity ratio and will be provided by 1000-watt high pressure sodium luminaires mounted at 125 feet on steel tower poles.

The tower illumination poles on this project will be galvanized and painted bronze to match the weathering steel that is being used on the bridge structures in this interchange. The poles in this interchange will be equipped with lowering devices.

The illumination of this interchange is warranted under Case B-2 and Case B-3 of "An Informational Guide for Roadway Lighting", March, 1969.

RECEIVED
SEP 28 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

The cost of providing the initial nine towers is $120,000, which includes engineering and contingencies. The additional cost to complete the lighting of this interchange under the I-305 project will be $150,000.

This information is being submitted to you at this time for your review and approval. This project is scheduled for the November 30, 1972, bid letting. Please review as soon as possible because we are proceeding with the final design.

A plan for the proposed illumination at the Hayesville Interchange will be forwarded to you in the near future.

DOC/ag

Attachs.

cc A. E. Johnson
J. B. Boyd
L. E. George
V. E. Skoog
L. H. Young
D. O. Christensen

FOR FILING

OREGON STATE HIGHWAY DIVISION

7866

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 22, 1972

To Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

NOTED
A. E. JOHNSON

From ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Bridge Design Engineer

Subject Woodburn Interchange-Hayesville Interchange Sec.
Pacific Highway, I-5, Marion County
Chemawa Rd. Uxing, Br. No. 7855B
I-305 Oxings, Br. 7855C and D
Your File No. 10-35.6

Our letter of September 15, 1972, did not mention an estimate of the two-span bridge with segmental precast beams post-tensioned together. Our estimate for this type, based on approximate quantities and including an allowance for engineering and contingencies, is $1,240,000.

The architectural sketch of the I-305 overcrossing structures showed end slope treatments, GM rails, and panels on the columns. These items will be part of a future contract when I-305 is constructed.

JMT/ag

cc A. E. Johnson
V. E. Skoog
L. H. Young

RECEIVED
SEP 22 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

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SEP 21 1972
FOR FILE

78606

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

September 18, 1972

TRIAL DIVISION

JOHN E. MOORE
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. GRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MC CULLOCH
FRANK G. MC KINNEY
EARL M. PRESTON
R. REX ROBERTS
JIM G. RUSSELL
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN

ASSISTANT ATTORNEYS GENERAL

The Honorable Diarmuid O'Scannlain
Public Utility Commissioner
Public Service Building
Salem, Oregon 97310

Attention: Lon Topaz, Assistant Public Utility Commissioner

Re: SXF 478 PUX 718, Widening of two existing overcrossing structures over the tracks and right-of-way of the Southern Pacific Company approximately one mile South of Chemawa in Marion County, Oregon. ORDER No. 45603 issued April 4, 1969.

Dear Mr. O'Scannlain:

Attached please find an application to amend the above order in conformance with the revised drawings No. 28135, 28136 and 28145 attached to the enclosed application. The project is scheduled for letting on November 30, 1972, and your cooperation in securing a revised order by that time will be appreciated.

Sincerely yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:ber
Enclosures
cc: Tom Edwards
F. B. Klaboe
Walter J. Hart
C. T. Keasey
T. W. Litchfield
J. B. Boyd

RECEIVED
STATE HWY ENGR
SEP 19 72
REFER TO
FOR

F. B.

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO CONSTRUCT A RAILROAD-HIGHWAY GRADE SEPARATION STRUCTURE

1. Name of Applicant: State of Oregon, by and through its State Highway Commission
   Address: State Highway Building, Salem, Oregon 97310

2. Statutory authority under which this application is made ORS 763.030.

3. Location of proposed project: City Salem
   County Marion.

4. This project will cross a public highway known as Pacific Highway Interstate 5.

5. This project will cross the tracks and right of way of the Southern Pacific Transportation Company (Railroad).

6. At this location the highway will be above (above/below) the railroad tracks.

7. List the proper parties of interest.
   A. Southern Pacific Transportation Co
   B. City of Salem
   C. Pacific Northwest Bell Co
   D. Portland General Electric Co.
   E.
   F.

8. What is the average annual daily traffic (vehicular) count? 1972 - 25,000 1992 - 41,000

9. What is the average volume of train movements per day?
   Passenger 2 3 days/wk. Switch 4 Freight 25

10. The location of the proposed construction is in the NW 1/4 of the SE 1/4 of Section 1, in Township 7 S, Range 3 W, Willamette Meridian.

11. Who will construct the structure?

A. State of Oregon

B. _____

12. Who will pay for such construction?

Name of Party	Percent of Cost
Federal Highway Administration	92
State of Oregon	8

13. Who will maintain the structure?

A. Up to the bottom of the beams except for the expansion bearings
State of Oregon

B. All highway appurtenances. State of Oregon

C. Above the bottom of the beams plus the expansion bearings
State of Oregon

D. Railroad tracks, railroad drainage and all railroad facilities
Southern Pacific Transportation Co.

14. Who will pay for said maintenance?

A. Up to the bottom of the beams except for the expansion bearings
State of Oregon

B. All highway appurtenances. State of Oregon

C. Above the bottom of the beams plus the expansion bearings
State of Oregon

D. Railroad tracks, railroad drainage and all railroad facilities
Southern Pacific Transportation Co.

15. Is this construction necessary for the service, accommodation, and convenience of the public? yes If yes, why? This is a widening of the existing snructures on both sides to provide for increased highway traffic and to improve safety

16. Are the maps and drawings required by OAR 43-045 attached to this application? yes (See attached sheet for details.)

17. List all crossings located within one-half mile of the proposed or altered crossing and show how they are protected:
Not applicable in this case where we are widening an existing crossing structure.

18. Other items of construction and cost distribution:
Under "Things to be done by the railroad", they should, if necessary, remove its signal and communication lines, protect same during construction period, and replace in a permanent location upon completion of the construction.

Impaired vertical and horizontal construction clearances are as shown on Drawing 28135.

WHEREFORE, petitioner prays for an order authorizing the construction of the grade separation, and the allocation of costs thereof in accordance with the provision of this application and for such other order or orders that may be proper in the premises.

DATED at Salem, Oregon, this 11th day of September, 1972

STATE OF OREGON, by and through
its State Highway Commission

L. I. Lindas
Assistant Attorney General and
Counsel

By Jack L. Sollis
Jack L. Sollis
Assistant Attorney General

I, R. W. Ellison, being first duly sworn, say that I am Administrative Bridge Engineer for the Oregon State Highway Commission and that the foregoing application is true as I verily believe.

R. W. Ellison
R. W. Ellison

STATE OF OREGON)
) ss
County of Marion)

Subscribed and sworn to before me this 11th day of September, 1972.

Jack L. Sollis
Jack L. Sollis
Notary Public for Oregon
My Commission Expires: 12/18/72

I certify that the above is a true correct copy of the foregoing application and the whole thereof.

Jack L. Sollis
Jack L. Sollis
Assistant Attorney General

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SEP 19 19

FOR FILING

A E Johnson

OREGON STATE HIGHWAY DIVISION

7866

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 15, 1972

To Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

589

From ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Bridge Design Engineer

NOTED
A. E. JOHNSON

Subject Woodburn Interchange-Hayesville Interchange Sec.
Pacific Highway, I-5, Marion County
Chemawa Rd. Uxing, Br. No. 7855B
I-305 Uxings Br. No. 7855C and D
Your File 10-35.6

We have reviewed the comments in your letter of July 26, 1972, and reply as follows:

A study was made for a two-span bridge of a segmental type with precast prestressed sections and temporary false bents for the Chemawa Rd. Uxing structure. This type of structure would require special precast sections, which would be considerably larger and heavier than any of our standard sections. The supporting of these sections on falsework adjacent to traffic presents more of a hazard to the motoring public than does construction of a steel girder type structure.

The most recent bids received on steel girder structures indicate that there is a good possibility that the cost of a two-span steel girder structure would be comparable to the alternate types considered. An effort will be made to minimize fabrication costs in every way, including the elimination of vertical stiffeners. The cost per square foot of deck area was $21.04 for the last steel girder structure (Richland Interchange) that was bid.

An I-305 study by the Mid-Willamette Valley Council of Governments states "that a relationship between natural Indian culture and nature should be emphasized" at this interchange location. As shown on the attached architectural sketches we have attempted to achieve this relationship as well as a continuity of architecture between the three structures in the area.

The approved structure concept for the overcrossings of I-305 is constant depth concrete box girders. As illustrated by the architectural sketches we have attempted to co-ordinate all three structures by repetition of column, slope paving, and lanscaping treatment. As noted on the sketches the additional cost for the slope paving, selected rock groupings, et cetera is a nominal amount. The use of weathering steel for the Chemawa Rd. structure is an important feature of the architectural proposal.

Enclosed are copies of a map showing the proposed bikeways and bike-foot paths for the Salem area. This shows a bikeway crossing the I-5 freeway in the vicinity of Chemawa Road which would logically cross on the structure. Due to the close proximity of Chemawa Indian School and future planning of the interchange area as an Indian cultural center more than normal pedestrian traffic is expected. It is our policy to provide a barrier rail between bike path or sidewalk and traffic on this type of a highway.

In view of the above discussion we ask your approval of the following:

1. The two-span steel structure as previously submitted (shown on Drawing No. 28078) at an estimated cost of $1,280,000 including an allowance for engineering and contingencies for the Chemawa Rd. structure.

2. The eight-foot sidewalk and barrier rail on the Chemawa Rd. structure.

3. The architectural features of all three subject structures.

As the Woodburn Interchange-Hayesville Interchange Section is scheduled for bid opening on November 30, 1972, an early reply would be appreciated.

LLW/ag

Encls.
cc A. E. Johnson
V. Skoog
L. Young

RECEIVED
SEP 18 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: July 26, 1972

In reply refer to: 10-35.6

FROM : G. L. Green, Acting Division Engineer
for Salem, Oregon

SUBJECT: Oregon Project I-5-5(-)
Chemawa Road U'xing
Preliminary Plans

Our Regional and Division offices have reviewed your June 27 and April 20 submittals and feel some additional study is desirable to possibly reduce the cost of the structure.

Your submission does not indicate that any study has been made of a segmental type with precast prestressed sections and temporary false bents in one or both spans. This type of structure could be erected in a short time without unreasonable traffic interference and should be architecturally pleasing. We would expect this type of structure to cost less than the steel girder type proposed by the State. Also, perhaps some economy could be obtained by revising the abutments to provide somewhat shorter spans.

The necessity for the 8' sidewalk and second rail should depend on whether this crossing is on the State's bicycle path system. With 10' outside shoulders and the prevailing pattern and speed of traffic, the need for a barrier rail is not apparent unless substantial bicycle or pedestrian traffic is involved.

Please study these recommendations and inform us of your results.

7-31-72
AL

NOTED
E.L. WALLACE

RECEIVED
JUL 27 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

-7866

OREGON STATE HIGHWAY DIVISION

put under meeting?

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 18, 1972

TO Oregon State Highway Commission

FROM ORIGINAL SIGNED TOM EDWARDS
Tom Edwards
State Highway Engineer

AGENDA SEP 19 1972 LP

SUBJECT Chemawa School Property Acquisition

The Department of Interior and the Department of Transportation have signed a memorandum of agreement which provides for the transfer of the necessary lands from the Chemawa School property to accommodate the reconstruction of I-5 and the construction of I-205 north of Salem.

copy #9491

In exchange for the lands to be conveyed to the State, the State is to relocate the Bonneville transmission line presently crossing the area easterly of the present school buildings, to convey to the Department of Interior certain properties lying southerly of the school property which were previously acquired by the State, and to replace the well which presently exists within the area to be conveyed to the State for highway construction.

1-0-1

The three-party memorandum of agreement has been signed by the Departments of Interior and Transportation, and this matter will be presented for your consideration by the Right of Way Engineer at the September 19 meeting. I recommend your approval and request authority to sign the agreement on your behalf.

DHM:JP

cc C. W. Head ✓
George M. Baldwin
F. B. Klaboe
D. H. Moehring
Gary Ross
Carl Sund

A
3 COPIES TO BE SIGNED

By State Hwy. Engr.

NOTED
C. W. HEAD

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OREGON STATE HIGHWAY DIVISION

7866

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

September 13, 1972

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

NOTED
F. B. KLABOE

Re: PUC and Right of Way Maps
Chemawa Overcrossing
Woodburn Interchange-Keyesville
Interchange Section
Pacific Highway
Marion County
R/W File No. 43318
Your File: GAO 69599
0-0-69-2

Gentlemen:

Herewith you will find two prints each of the following information:

Bridge Drawing No. 28135, plan and elevation drawing
Bridge Drawing No. 28136, Bents 2, 3 and 4 stage construction
Bridge Drawing No. 28145, vicinity map
Drawing No. 1R-4-373, Encroachment map
Description of easement for right of way file 43318

This material supplements the information previously transmitted. You will note we have shown the toe of slopes on the structural clearance diagram and we will utilize prestressed beams and poured-in-place concrete deck.

Bids for this project are to be opened on November 30, 1972. A revised application has been prepared and is being transmitted to the Public Utility Commissioner in the usual manner.

Please proceed with the preparation of the appropriate construction agreement and easement indenture for this project. It would be desirable if we could have these documents in our hands by October 13 so that we may present them to the Highway Commission for action at their meeting of October 31, 1972.

Very truly yours,

ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosures
cc: Southern Pacific Transportation Company
San Francisco
L. V. Topas - PUC w/Drawing Nos. 28135, 28136 & 28145
G. L. Greda - FHWA
F. B. Klaboe
A. E. Johnson
W. J. Hart
J. B. Boyd
J. W. Valentine w/Drawings No. 28135, 28136, 28145 & 1R-4-373

I-5

FORM S-80 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 11, 1972

To: Frank Hall
DESIGN ENGINEER

SUBJECT: Recommended Design Features
Woodburn Int. - Hayesville Sec.

Experience on the Hubbard Interchange-Woodburn Section leads this office to the conclusion that the following items ought to be considered in the Woodburn Interchange-Hayesville plans and specifications:

1) Temporary Protection and Direction of Traffic.
   a. Speed Signs should be specified for both sides of each direction.
   b. Curve symbols should be specified in the signing of the detours around the structures.
   c. Delineation should be specified and described for both sides of these detours where there is any deviation from the original tangent. This delineation should be continued a short distance beyond each end of the deviation area.
   d. Any power supply poles set at the edge of the shoulder for serving the flashing light should have breakaway features.
   e. The contractor should be made responsible for stage striping. He should use tape on any new pavements or where subsequent traffic pattern changes are to be made on existing pavements. Any old lines that must be obliterated should not be obliterated by painting, grinding, or tack coats. Obliteration should be by the use of a fine mix that is laid rectangular to the new traffic flow.
   f. There should be a plan for continuous delineation during the construction period. The need for this is particularly critical when the contractor makes an abrupt cut at the edge of the existing shoulder. This need continues on through the period when traffic continues to utilize the existing pavement while there is new adjacent widened pavement on which the traffic is not being routed.

NOTED BY
F. L. HALL

NOTED
L. K. WATSON

1 Hall H
A. Olson
2 Tappin T
Swenson
R. Olson
Tripp

RECEIVED
SEP 13 1972
DESIGN SECTION

Requires Reply
Requires Approval
Receive Copy
Do not File
Return To
Bring Up ___/___/___
Other

Copy to Watson

2) Treated Temporary Light Poles. This office has considered the plans and specifications on the Hubbard Interchange-Woodburn Section as requiring treatment of all of the temporary illumination poles. This treatment of temporary poles is unnecessary. The special provisions should clearly state that treatment is not required. OK

3) Detour Width. It is recommended that all undercrossing detours be widened another 18 feet from those originally specified on the Hubbard Interchange-Woodburn Section to eliminate one set of falsework and improve upon traffic safety. OK

4) Drainage Depth. It is highly desirable to deepen all roadside ditches to the same depth as presently exists. This deepening can be done by simply extending the 6:1 roadside slope. This will improve the cover problem. It will also better offset the 3:1 paved inslopes in the 6:1 areas. It is also suggested that where sharp, well-defined drainages enter and leave the highway right-of-way, that they be piped to the right-of-way line. This would only hold for this particular project. It is desirable so that maintenance might have access to the areas to be mowed without going up onto the highway shoulder. OK

5) Lime Subgrade Treatment. If lime is not part of the surfacing design for the Woodburn Interchange-Haysville Section, a sufficient quantity to spot treat approximately one-third of the overall project should be set up as a bid item. It was our experience on the Hubbard Interchange-Woodburn Section that somewhat less than this would do the job. However, this next project is in a lower lying wetter area. OK

6) Cantilever Sign Support. Two cantilever signs were specified for relocation on the Hubbard Interchange-Woodburn Section. The two new foundations were clearly specified. The plans and special provisions were not so clear about relocating the present sign supports. For any such features on the Woodburn Interchange-Haysville Section, we should be more specific.

7) Closure Times. Revision letter #2 allows the contractor to close the highway "to traffic for a period not to exceed 15 minutes at any one time," for the erection of the beams. The contractor has claimed that this meant

during normal work hours. It would be preferable on the next project that we find some means to erect these beams without closing the highway. Should this be impossible, then our closure should be rephrased to periods of low traffic volume between 11 p.m. and 6:30 a.m. Erection could continue until 8:30 a.m. on Sunday mornings. OK

8) Guide Posts. Most of the guideposts on the Hubbard Interchange-Woodburn Section have disappeared. This results in our present specifications not working. It is recommended that on all future interstate projects that there be a single bid item for guideposts. The contractor can either furnish totally new posts or should he elect, he could salvage and refurbish the existing posts. OK

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GW/jc

cc: Walt Hart
C. T. Keasey
Clarence Swenson
Jim Chaney
Bobby Johnson

Form DHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

78662

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Attention: Mr. Walter J. Hart, Bridge Engineer

DATE: September 6, 1972

In reply refer to: 10-35-DB

FROM : G. K. Brauer
for G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Interstate Project I-5-5(-)
Illumination
Woodburn and Brooks Interchanges

cy Bridge 9-13-72

We have reviewed the prints for the proposed illumination plans for the subject interchanges. The warrants chosen are considered as adequate justification for illuminating this interchange.

The actual detailed lighting plan should be submitted for our review and approval upon completion of the final layout.

NOTED
F. B. KLABOE

9-12-72
REFERRED TO
al
BY HIGHWAY STATE

RECEIVED
STATE HWY ENGR
SEP 11 '72
REFER TO
FBK
FOR

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

MID WILLAMETTE VALLEY
COUNCIL OF GOVERNMENTS

ROOM 305 ★ CIVIC CENTER, 555 LIBERTY STREET S.E., SALEM, OREGON 97301
TELEPHONE (503) 588-6177

W. J. KVARSTEN, *Director*

X-ref 6 I-305

August 30, 1972

RECEIVED
COUNTY & CITY SECTION
OCT 17 1972
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE

Mr. George Baldwin
Administrator of Highways
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

On 13 June 1972, the Salem Area Transportation Study Coordinating Committee approved a recommendation that the proposed Ridge Drive extension, a part of the Marion County-State agreement on Interstate 305, not be constructed. This recommendation was approved on the basis that the Federal Interstate funds saved would be used for higher priority projects in the same vicinity.

It is the purpose of this letter to formally request of the State Highway Commission that the proposed Ridge Drive extension not be built, but in its place, concurrent with the construction of Interstate 305 and with the aid of Federal Interstate funds, that:

(1) a grade separated undercrossing be build at the intersection of the Burlington Northern Railway and Chemawa Boulevard:

(2) Chemawa Boulevard be extended westerly to the existing Lockhaven Drive; and

(3) a grade separation be constructed at the intersection of Claxter Road and Interstate 305.

(see attached sketch map)

The Ridge Drive extension was originally proposed to provide better circulation in the area surrounding the Burlington Northern tracks, and particularly to provide access to the industrial area south of Keizer Road. The Coordinating Committee has since re-evaluated the extension and determined that adequate access will be available to these areas by other routes.

In addition, the I-305 Citizens Advisory Committee recommends against constructing the Ridge Drive extension, because of the anticipated harmful effects it would have on the Trailhead--Indian Center portion of the I-305 Linear Park. The I-305 Committee strongly feels the proposed street would subject the park to undue noise and pedestrian-vehicle traffic hazards, as well as reduce the

area of the park by the amount of right-of-way needed for the street.

The SATS Technical Advisory Committee estimates the Ridge Drive proposal would cost at least $620,000, including an estimated $550,000 of Interstate funds for the structure over I-305, and would benefit only a few users of property south of Keizer Road. The suggested alternatives relating to Chemawa Boulevard (the re-alignment of Chemawa Road) will have much greater benefits for the general public. With the construction of a major interchange at its intersection with I-305 and I-5. Chemawa Road and Lockhaven Drive will become the primary means of access to the Keizer area from the east. To safely accommodate the nearly four-fold increase in traffic predicted after the Chemawa Interchange is opened, it will be necessary to extend Chemawa Road westerly to Lockhaven Drive, and to construct a grade separation with the Burlington Northern Railway. This alignment corresponds to the Chemawa Boulevard Urban Arteral approved by the Coordinating Committee, the Highway Division, and the FHWA last summer.

The Claxter Road grade separation over I-305 has been requested by numerous residents and businesses, and by the Keizer Fire Department. These people feel, as does the Coordinating Committee, that maintenance of the Claxter route, as well as the Verda Lane route, is necessary for balanced circulation in this area.

It is believed that the above recommended changes to the supporting street network will help make Interstate 305 a true asset to the Salem area transportation system.

Very truly yours,

W. J. Kvarsten, Director
By: Larry K. Frazier, AIP
Administrator, Regional, County
and City Planning Division

caa

cc John Anderson
L. E. George
B. T. Van Wormer

COK

Handed to me by Schwoden 10-17-72 See note on memo attached from SATS

Don H.

MEMORANDUM

TO: Salem Area Transportation Study--Coordinating Committee

FROM: SATS Technical Advisory Committee,
W. J. Kvarsten, Chairman

SUBJECT: Modification of SATS Plans: Shift I-305 funds from Ridge Drive to Chemawa Boulevard and Claxter Road

DATE: June 5, 1972

RECOMMENDATION: SATS-TAC recommends that the proposed Ridge Drive extension, from Kaizer Road to Chemawa Road on the East side of the Burlington Northern Railway, not be constructed, but that, instead, with the aid of Federal Interstate funds

—(1) a grade separated undercrossing be constructed at the intersection of the Burlington Northern Railway and Chemawa Boulevard,

—(2) Chemawa Boulevard be extended westerly to the existing Lockhaven Drive, and

(3) a grade separation be constructed at the intersection of Claxter Road and Interstate 305.

BACKGROUND: The Ridge Drive extension was proposed in order to provide better circulation in the area surrounding the BN tracks. Since the proposal was made, TAC has re-evaluated the extension and recommended that the facility should not be built, and the money saved thereby should be used for higher priority projects in the same general vicinity.

The I-305 Citizens Advisory Committee recommends against constructing the Ridge Drive extension, because of the anticipated harmful effects it would have on the Trailhead--Indian Center portion of the I-305 Linear Park. The Committee feels the proposed street would subject the park to undue noise and pedestrian-vehicle traffic hazards, as well as reduce the area of the park by the amount of right-of-way needed for the street. TAC found that the proposed street would cost at least $620,000, and would benefit--at public expense--only a few users of property south of Keizer Road.

The suggested alternatives relating to Chemawa Boulevard (the re-alignment of Chemawa Road) will have much broader benefits for the general public. With the construction of a major interchange at its intersection with I-305 and I-5, Chemawa Road and Lockhaven Drive will become the primary means of access to the Keizer area from the east. To safely accommodate the substantial increase in traffic that will occur when the Chemawa

Bob, FHWA questioned the feasibility of these 3 projects

6/13/72

NOTE- 10-17-72 Schroeder & Co-City Sect. to work with Hon on this matter & Harwood's ltr of 10-10-72 Dmt

RECEIVED
SEP 5 - 1972

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

7846

DATE August 30, 1972

TO Mr. Leonard I. Lindas
Chief Counsel
Attention Jack Sollis

SIGNED
R.W. ELLISON

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Woodburn Intch.-Hayesville Intch. Section
Widening of Chemawa Oxing of S.P.R.R.
Pacific Hwy.
Marion Co.
Br. No. 7854C

NOTED
A. E. JOHNSON

Enclosed is a completed application form for a revised PUC Permit for the subject structure. Also enclosed are fifteen prints each of Drawings Nos. 28135, 28136, and 28145, which are the plan and elevation structure cross sections showing stage construction and vicinity map.

These drawings replace Drawings Nos. 23730 and 23732, which were a part of PUC Order No. 45603 issued April 4, 1969. The plans approved in PUC Order No. 45603 called for utilizing the existing structures, widening on both sides and in the median area. The revised drawings called for removing the superstructures of the existing structures replacing them with type 2 prestress beam spans and poured-in-place concrete decks, widening on both sides, and in the median area.

Copies of the enclosed drawings are being forwarded to the Southern Pacific Transportation Company for approval.

This project is scheduled for the November 30, 1972, bid letting.

It is requested that you submit the enclosed application to the Public Utilities Commissioner for a revised order to permit the above construction.

DOC/ag

Encls.

cc A. E. Johnson
L. L. Wallace
T. Litchfield w/attach.

RECEIVED
SEP 1 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
AUG 24 1972

FOR FILING

A E Johnson

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

17866

August 24, 1972

To Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

From L L. Wallace
Walter J. Hart
Bridge Engineer

NOTED
A. E. JOHNSON

Subject Illumination
Woodburn Interch. and Brooks (Hopmere Rd.) Intch.
Woodburn Interch.-Hayesville Interch. Section
Pacific Hwy. (I-5) Marion Co.
Br. No. 16033

Attached are two prints each of the proposed illumination plans for Woodburn and Brooks (Hopmere Rd.) Interchanges on the subject section of (I-5) Pacific Highway. Also included are base copies of the current ADT's and luminaire photometrics for these interchanges.

It is proposed to completely illuminate the Woodburn Interchange as warranted under Case B-2 of the AASHO publication "An Informational Guide for Roadway Lighting", March, 1969. There is a total of 5100 vehicles entering and leaving the freeway under rural conditions.

This interchange lighting is designed for 1.0 fc average maintained with a 3:1 unformity ratio tapering to 0.8 fc at the ends using 1000 watt clear mercury luminaires with 400 watt clear mercury luminaires trailing. The luminaires are to be mounted on 50-foot standard steel breakaway poles, 30-feet from the edge of the pavement. Tower illumination was not considered because of high voltage transmission lines in the vicinity. The cost of this installation is expected to be $109,000, including engineering and contingencies.

It is also proposed to partially illuminate Brooks (Hopmere Rd.) Interchange as warranted under Case B-4 of the AASHO Guide Book. The ADT total of 2700 vehicles entering and leaving the freeway under rural conditions amply justifies this proposal.

RECEIVED
AUG 25 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

The interchange lighting is designed for 0.8 fc average maintained with a 3:1 uniformity ratio tapering to 0.6 fc at the ends using the same system as the Woodburn Interchange. The cost of this installation is expected to be $70,000, including engineering and contingencies.

We will submit a proposal to you at a later date for the illumination of the proposed Chemawa Rd. Interchange and the revision of the existing Hayesville Interchange, which are included on this section of highway.

Please review this proposal and indicate your approval and/or comments.

GJB/ag

Attachments

cc A. E. Johnson
J. B. Boyd
L. E. George
V. E. Skoog
L. H. Young

RECEIVED
AUG 2

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

FOR FILING

7866

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Attention: Mr. A. E. Johnson

DATE: August 15, 1972

In reply refer to: 10-35.6

FROM : G. L. Green, Acting Division Engineer
for Salem, Oregon

SUBJECT: Oregon Project I-5-5(-)
Woodburn-Hayesville Section
Chemawa SPRR O'xing #7854C

cy Bridge 8-22-72

We approve your revised layout submitted under Mr. Johnson's August 10, 1972 letter for the Chemawa SPRR O'xing superstructure.

NOTED
A. E. JOHNSON

8-21-72

RECEIVED
AUG 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
AUG 10 1972

FOR FILING

7866

August 10, 1972

TO Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration

592

FROM A. E. Johnson
Assistant State Highway Engineer

SUBJECT Chemawa Overcrossing of S.P.R.R.
Woodburn Interchange-Hayesville
Interchange Section
Marion County, Pacific Highway, I-5
Bridge No. 7854C

Enclosed are two prints of Drawing 28135, which is the revised preliminary plan and elevation for the subject structure. These drawings are being sent to you to replace the drawings submitted with our letter of May 3.

Please note that the southerly end span and abutment have been changed. As suggested in your letter of August 1, the total length of the structure can be shortened by using the existing retaining wall to contain the end fill.

The estimated cost of the shorter structure, based on approximate quantities and including an allowance for engineering and contingencies, is $696,000.

Enc. (2)

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart

JMT:ag ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Attention: A. E. Johnson

DATE: August 1, 1972

In reply refer to: 10-35.6

FROM : for G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(-)
Woodburn-Hayesville Section
Chemawa SPRR O'xing #7854C

cy Hall Hand 8-4-72

We have reviewed your letter of July 19, 1972, and your submission of May 3, 1972. We agree with your comments and find the deck of the existing structure deficient and unable to be salvaged for your new six-lane alignment.

Approval is given for construction of a new superstructure over the existing bents and widening as requested in your submission. Please study the economic possibilities of reducing the span length by utilizing the retaining wall on the south side of the structure.

8-3-72
RETURNED TO
[illegible]

NOTED
E. B. KLABOE

NOTED
TOM EDWARDS

RECEIVED
AUG 4 1972
BRIDGE DIVISION

RECEIVED
AUG 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E.L. WALLACE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

(DESTROYED)
AFTER 7 YRS

FOR FILING

78666

A. W. KILBORN
SUPERINTENDENT
C. T. GREENE
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

Southern Pacific Transportation Company

251 Union Station • Portland, Oregon 97209

IN REPLY PLEASE REFER TO

August 7, 1972

NOTED GMO 69599
A. E. JOHNSON 0-0-69-2

Routing
Kessey RECEIVED Pease
Bond
Walker AUG 11 1972 Glenn
Johnsen CONSTRUCTION SECTION Litchfield
NOTED
J. M. CARTWRIGHT

Mr. George M. Baldwin
Administrator of Highways
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Referring to your letter of June 5, relative to reconstruction of Chemawa Overcrossing, Woodburn Interchange-Hayesville Interchange Section, Pacific Highway, Marion County.

In reply to your request relative to design of overhead structure, we recommend that any construction or modification work performed by the State should provide sufficient bridge span to clear the existing main track plus a future track on each side of main track. This will conform to the original requirements of future track needs in connection with the existing overhead structure.

There are two additional railroad requirements that we desire to be considered by the State:

The clearance diagram shows structural clearances but does not show toe of slope clearances. Additional embankments are needed to support widened sections of the highway and the toe of such slopes at point of intersecting subgrade elevation should be 15 ft. from center of existing or future tracks. We strongly recommend paving on exposed slopes which drain directly onto our property.

Apparently the face of existing pier 3 is only 8'6" from center of main track. This brings to mind our current requirements for falsework clearances of 14 ft. on heavy traffic lines when bridge girders are to be poured in place. Consequently, it appears in this case that the bridge girders for the widened bridge must be precast. Pier foundation work shall be very close to the track and we must be furnished detail shoring plans along with a soils exploration report.

Yours truly,
A W Kilborn
CTB

Copies to: A E Johnson
WJ Hart
FL Hall

RECEIVED
AUG 15 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JUN 8 - 1972
FOR FILING
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

78606

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

June 5, 1972

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Reconstruction of Chemawa Overcrossing
Woodburn Interchange-Hayesville Interchange Section
Pacific Highway
Marion County
Your File: 322

Gentlemen:

On October 26, 1972, the State Highway Division plans to open bids for the construction of the above captioned project. As a portion of this project, it is planned to reconstruct the above captioned overcrossing of your tracks No. C-722.45-A.

Although on April 2, 1969 the Public Utility Commissioner issued Order No. 45603 authorizing the widening of the existing structures, it has now been found necessary to reconstruct the existing structures to provide a modern freeway facility. A new application to the Public Utility Commissioner will be made in due course.

The existing structures over your tracks were completed in 1955 and provided for the addition of another main line track plus a side track. Inasmuch as 17 years have past since the construction and you have indicated no intention to construct future tracks through this area, we feel it desirable to have you review your future needs and advise if we may proceed with our new design providing for only your existing track and off-track maintenance road without providing for any future trackage through this area.

Your early response in this regard will be very much appreciated.

Very truly yours,

NOTED F. B. KLABOE

George H. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
JUN 5 1972
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:dl
cc: Southern Pacific-San Francisco
L. V. Topaz-PUC

R. E. Simpson
F. B. Klaboe
A. E. Johnson
W. J. Hart
J. B. Boyd
J. W. Valentine

NOTED F. B. KLABOE

RECEIVED
JUL 31 1972
FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

78666 Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: July 26, 1972

In reply refer to: 10-35.6

FROM : G. L. Green, Acting Division Engineer
for Salem, Oregon

SUBJECT: Oregon Project I-5-5(-)
Chemawa Road U'xing
Preliminary Plans

Our Regional and Division offices have reviewed your June 27 and April 20 submittals and feel some additional study is desirable to possibly reduce the cost of the structure.

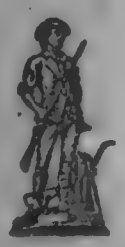
Your submission does not indicate that any study has been made of a segmental type with precast prestressed sections and temporary false bents in one or both spans. This type of structure could be erected in a short time without unreasonable traffic interference and should be architecturally pleasing. We would expect this type of structure to cost less than the steel girder type proposed by the State. Also, perhaps some economy could be obtained by revising the abutments to provide somewhat shorter spans.

The necessity for the 8' sidewalk and second rail should depend on whether this crossing is on the State's bicycle path system. With 10' outside shoulders and the prevailing pattern and speed of traffic, the need for a barrier rail is not apparent unless substantial bicycle or pedestrian traffic is involved.

Please study these recommendations and inform us of your results.

7-31-72

RECEIVED
JUL 27 1972
OFFICE OF
STATE HIGHWAY ENGINEER



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
JUL 24 1972
FOR FILING

78666

July 19, 1972

TO Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration

5.67

FROM A. E. Johnson
Assistant State Highway Engineer

SUBJECT Chemawa Overcrossing of SPRR
Woodburn Interchange-Hayesville Interchange
Pacific Highway, I-5
Marion County, Bridge 7854C
Your File 10-35.6

Your letter of June 16 referred to our original preliminary plans submitted April 15, 1968 in which we proposed to widen the structure to 110 feet with cast-in-place construction. At that time it was planned to improve only the interchange area by adding an acceleration lane, wider shoulders, and filling in the median area. No revision of the freeway was planned and the crowned roadway would have been satisfactory.

The proposal we made with our May 3, 1972 letter is for six-laning of the I-5 freeway which requires a 130-foot wide roadway, with about 27 feet of widening on the clearance side of the structure. The available structural depth would be about two feet which could be built with cast-in-place slab spans requiring falsework over the SPRR main line. Widening with cast-in-place construction presents the problems of matching deck grades, controlling camber, and the probability that a crack will occur between the new slab or deck and the old structure. The new freeway section has a shed roof design which would have to warp into the crowned roadway section of the existing bridge. Enclosed is a drawing showing a typical section if the existing bridge was widened and an

overlay placed on the existing deck. Lowering the grade to allow using the existing structure requires excavating to subgrade and placing base rock for several hundred feet to the north.

We feel this work should be classified as new construction or an additional stage of construction, as set forth in paragraph 3 of the Instructional Memorandum 21-12-71, "Federal-aid Participation in the Reconstruction of Existing Bridge Decks". Referring to paragraph 5 of the memorandum, it states "...Experience has shown that deterioration often continues in partially reconstructed decks when only the obviously deteriorated portion of the deck is removed and replaced..."

We do not feel that widening with cast-in-place construction, replacing the cracked sections of the deck, and overlaying the remaining deck is a satisfactory solution for this bridge. We feel our proposal as submitted by our May 3, 1972 letter is the best solution for this location.

We have been advised by the Southern Pacific Railroad that their trackage requirements are the same as for the original bridge which are the existing main line, a future main line, and a future siding track. They also indicated they would not accept lowering the grade. We will receive a letter from them on this and send you a copy.

Enc.
Drawing

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart

JMT:dh ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: June 16, 1972

In reply refer to: 10-35.6

FROM : for C. L. Green, Acting Division Engineer
Salem, Oregon

AEJ - 567 To Hart - Dwight
6-20-72

SUBJECT: Oregon Project I-5-5(-)
Woodburn-Hayesville Section
Chemawa Org. SPRR - #7854C

Mr. Hart's May 3 memorandum submitted preliminary plans for remodeling the Chemawa Overcorssing SPRR structure. The proposal calls for the replacement of the superstructure and construction of new end bents to accommodate flatter fill slopes.

A review of our records shows that we approved preliminary plans for widening the structures to 110 feet on April 15, 1968. Is the original plan unworkable using cast-in-place concrete beams for the widening as previsouly contemplated?

Our field review showed that deck cracking of the existing bridge was most severe in about half the southbound roadway. Do roadway grades make replacement of this section with an overlay impractical? Have you reviewed lowering the grade? Has any thought been given to lowering the railroad grade?

May we have your comments on these items.

6-19-72
REFERRED TO
[signature]
BY DEPUTY STATE [illegible]

RECEIVED
JUN 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER
6-20-72

NOTED
TOM EDWARDS

OK Johnson
I assume Hart will reply.
Ed H.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

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7866
FILES

Box 300
Salem OR 97308

July 11, 1972

10-35-DB/
X ref: I-305-5(-)

G. K. Hossner, District Engineer
Salem, Oregon Original signed by
G. K. Hossner
Dist. Engineer

Oregon Project I-5-5(-)
Woodburn-Hayesville Section
Six-laning

Acting Division Engineer G. L. Grean and I met with Assistant Highway Engineers Hunter and Schroeder and Chief Design Engineer Hall to discuss six-laning of subject highway through the proposed I-305 interchange area. The discussion centered around whether to include the I-5 mainline overcrossing structures, which carry I-5 traffic over I-305 to I-5 NB and I-305 to Chemawa Road ramps, in the I-5 six-laning or whether to delay work on these two structures until I-305 is constructed.

After much discussion it was concluded that the structures should be included with widening of I-5 for the following reasons:

1. It was agreed that the most desirable termini for the six lanes is at the Hayesville interchange as previously approved. Temporary termination north of I-305 interchange was considered undesirable from a safety standpoint and would leave a small uneconomical section of continuously reinforced concrete pavement to be contracted at a later date.

2. Paving continuously through the I-305 interchange area with six lanes of continuously reinforced concrete pavement including the mainline bridge areas was also considered. This alternate was determined to be not feasible from a traffic safety and operations standpoint. Traffic would be disrupted during widening of I-5 and then detoured again during construction of the I-305 interchange. The matter of economics was also considered in this discussion.

NOTED
E. S. HUNTER

3. If the two mainline structures are built at this time, traffic will be virtually uninterrupted during construction of the I-305 interchange.

(more)

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ASSISTANT STATE HIGHWAY ENGINEER

It was also agreed that reconstruction of the Chesnave Road undercrossing structure is necessary at the time I-5 is widened and that it is desirable to add the SB off-ramp from I-5 to Chesnave Road and the NB on-ramp from Chesnave Road to I-5 as part of the I-5 widening project.

cc:
OSMP (K S Hunter)
Region (10-00.33)

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JUL 10 1972
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78666

Al Johnson

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

July 10, 1972
Salem, Oregon

To: Memo to the Files

SUBJECT:

cy - Hall, Hunter
7-11-72

Frank Hall and I reviewed the Woodburn-Hayesville Project this date with Glen Green and Glenn Hossner of the FHWA.

It was agreed that the following should all be included in the Interstate 5-~~Hayesville Project~~ Woodburn to Hayesville Project.

1. Reconstruction of the Chemawa Road Overcrossing.

2. The northerly half of the Diamond Interchange at Chemawa Road.

3. The construction of the two I-5 structures which will cross over the future I-305.

NOTED
A. E. JOHNSON

ESH

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

cc: Administration
Frank Hall
Glen Green, FHWA
L. H. Young

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JUL 11 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

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OREGON STATE HIGHWAY DIVISION

7866

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 6, 1972

TO Mr. Glen L. Green, Act. Div. Engr.
~~A. E. Simpson, Division Engineer~~
Federal Highway Administration

575

FROM Walter J. Hart
Bridge Engineer

NOTED
A. E. JOHNSON

SUBJECT I-305 Oxing NB & SB
Woodburn Int.-Hayesville Int. Sec.
Pacific Highway I-5, Marion County
Br. 7855C and 7855D
Your file 10-35.6

We have investigated the possibility of making the SB Bridge of the subject structures shallower than the NB Bridge as requested in your letter of June 20, 1972. The savings in concrete was offset by the increased amount of prestressing steel required and the estimated cost remained the same.

The footing elevations will be established as high as possible. Because of the column placement and the skew of the underneath roadway, the footings will project under the roadway and this will control our footing elevations.

JMT:jbk

Rec'd AEJ 7-6-72

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: June 20, 1972

In reply refer to: 10-35.6

FROM : C. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(-)-
Woodburn-Hayesville Section
I-305 Overcrossings - #7855C&D

Mr. Hart's May 3 memorandum transmitted preliminary plan data for these structures.

While we agree with the type of structure selected and span arrangement, we believe the cost is high for these relatively straight-forward structures. Evidently you have used the same structure section for both bridges which is controlled by the 217' span in the NB bridge. Because these bridges are so close together, we believe the smaller structure should be designed as required for its spans. This should result in a savings. Would you investigate this possibility.

The footings for the structure are shown quite low below the water table. They should be raised to provide a minimum cover and ease construction problems.

RECEIVED
JUN 23 1972
BRIDGE DIVISION

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JUN 2[illegible] 1972
OFFICE OF
STATE HIGHWAY ENGINEER

6-22-72
1 Hart
M Johnson

NOTED
C.L. WALLACE

NOTED
TOM EDWARDS

NOTED
W. J. HART

NOTED
J. M. TINDALL

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7846

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: July 5, 1972

In reply refer to: 10-35.6

FROM: for O. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(-)
Woodburn Interchange-Hayesville Interchange Section

CY Hall Hank 7-14-72

The following preliminary bridge plans originally submitted April 20 and May 3, 1972 are approved:

Woodburn Interchange	#7802A (rev. 6-16-72)
Gervais Road U'xing	7803A
St. Louis Rd. U'xing	7847A
Keene Rd. U'xing	7848A
Concomly Rd. U'xing	7849A
Waconda Rd. U'xing	7850A
Brooks Interchange	7851A (rev. 6-16-72)
Quinaby Rd. U'xing	7852A
Perkins Rd. U'xing	7853A
I-305 O'xings	7855C&D

Preliminary plans for the Chemawa Rd. U'xing structure are being forwarded to our Region office for their concurrence. You have our comments on preliminary plans for Chemawa O'xing SPRR.

NOTED
F. A. KLABOE

7-13-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date

NOTED
TOM EDWARDS

NOTED
A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

JUL 12 1972

GPO 917-344

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: July 5, 1972

In reply refer to: 10-35.7

7866

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(38)260
Woodburn Interchange-Hayesville Interchange
Federal-aid Pre-Audit Ineligibility Notification 35-72-FIN-36

An ineligibility notification was issued on June 6, 1972 in the amount of $5,190. The reason for the ineligibility notification was that the appraisals contained no support for a value higher than the per acre value assigned. In addition to the value of the land taken, the appraisals contained an allowance for the value of the sign rights. Based upon information available to this office it appears the appraisers are treating the acquisition as two separate takings -- (1) as the unencumbered fee supported by market data; and (2) as a sign site acquisition under the Highway Beautification Act, and adding the sum of the parts to arrive at a figure in excess of fair market value. It is our view that the acquisition should be treated as one transaction. Either the market approach or the income approach would be acceptable, but not a combination as presently used by the appraisers.

Until such time as this matter can be resolved, the State should place in a nonparticipating status similar transactions on Federal-aid right of way projects. The sum in the appraisal reflecting sign rights should be placed in a nonparticipating status.

7-7-72

RECEIVED
JUL 5 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

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JUN 30 1972
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June 27, 1972

TO Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration

555

FROM A. E. Johnson
Assistant State Highway Engineer

SUBJECT Woodburn Interchange-Hayesville Interchange Section
Pacific Highway, I-5, Marion County
Gervais Road Undercrossing, Bridge 7803A
Cnemawa Road Undercrossing, Bridge 7855B
Your File 10-35.6

We have reviewed the comments in your letter of May 22, 1972 and reply as follows:

Gervais Road Undercrossing

Our July 6, 1967 letter to A. W. Parsons, Division Engineer, Bureau of Public Roads, had the following cost estimates for Gervais Road:

Road Width	Length	Area	Cost Sq. Ft.	Total Cost
32 ft.	500 ft.	16,000 sq. ft.	$27.50	$440,000
	Removal			25,000
	Engineering and Contingencies (20%)			93,000
				$558,000

In a letter dated August 3, 1970 to R. E. Simpson, Division Engineer, Bureau of Public Roads, an estimated cost of $488,990 was quoted. This would appear to have been in error.

The traffic count on Gervais Road requires a 40-foot roadway and the freeway typical section requires a 574-foot long structure. The revised estimate of cost is developed as follows:

Road Width	Length	Area	Cost Sq. Ft.	Total Cost
40 ft.	574 ft.	22,960 sq. ft.	$27.50	$631,000
	Removal			25,000
	Engineering and Contingencies (20%)			131,000
				$787,000
	3% per year inflation times 5 years			118,000
		1972 Estimate		$905,000

The 1972 estimate of cost appears reasonable in that the length and width of the structure were increased as shown above and the three percent per year increase due to inflation is nominal.

Chemawa Road Undercrossing

Your suggestion with regard to Chemawa Road Undercrossing has also been investigated. We find that it is possible to straighten the end of the on-ramp and place an additional bent, therefore decreasing the span lengths. We do not agree that this is desirable and would strongly oppose any design which would require the placing of a bent between the on-ramp and the freeway lane. A bent placed in this position would require a protective berm of earth which, together with the columns, would reduce sight distance for the merging motorists and would be aesthetically unacceptable.

We have also studied your suggestion of using a cantilevered end span by moving the abutment down the slope and eliminating the end bents. We find that this would not significantly reduce the structural depth required and there would be no savings in construction cost. We feel that the structure, as submitted by our April 20, 1972 letter, is the best design for this location.

Enclosed are five prints each of Drawings 28078 and 28157 which are the preliminary plans and elevation and foundation data sheet for this structure. Also enclosed are five prints of the geometric sheet for the Chemawa Interchange and five copies of the foundation recommendation. These are being sent to you for transmittal to your Washington office, as the estimated cost is over one million dollars.

Enc.

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
L. H. Young (enc.)
V. E. Skoog "

JMT:dh/ESH:jf ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 22, 1972

In reply refer to: 10-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5
Woodburn-Hayesville Section
Gervais and Chemawa Roads

We have started our review of the preliminary bridge plans for this section submitted with Mr. Hart's April 20 letter. We are concerned about the $2.1 million dollars estimated for the Gervais and Chemawa Road structures. We feel that additional review and comments are required.

Gervais Road Undercrossing

Your present estimate for this structure has almost doubled the original $488,990 estimate made several years ago. The increased length and width account for about half the increase, but what caused the remainder. Please review your work and furnish us with the reasons for the increase.

Chemawa Road Undercrossing

The original structure has been altered considerably with the approval of I-305 and the added ramp lanes. The cost of the structure has been increased substantially by the long span required to cross the northbound lanes and the onramp. It appears that by straightening the end of the onramp, sufficient area could be gained between the ramp and freeway to allow placement of an additional bent, thereby decreasing the span length. The widening to provide 30' clear distance on both sides of the bent would require lengthening the structure about 20'. We believe the shorter spans could offset the increased length and result in a reduced structure cost. Also involved would be a variation in cost of grading items. Our rough approximations indicate the savings could amount to $200,000. Please review and comment on this suggestion.

Another possible alternate to explore at this structure would be the use of cantilever end spans. This type of structure would move the

NOTED
TOM EDWARDS

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

abutment down the slope, still maintaining the safety clearance, and would eliminate the end bents. The cantilever action would also reduce the structural depth required. This could be used in conjunction with or in lieu of the additional bent.

We recommend that you review the placement of a pier between the northbound ramp and the I-5 mainline with ramp adjustments and the cantilever end span alternate on the Chemawa Road structure.

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MAY 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 25 1972
BRIDGE DIVISION

RECEIVED
MAY 8 - 1972
FOR FILING

A E Johnson

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 3, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

SUBJECT Chemawa Overcrossing of S.P.R.R.
Woodburn Intch.-Hayesville Intch. Section
Pacific Highway I-5
Marion County
Bridge No. 7854C

Enclosed are two prints each of Drawings Nos. 28135, 28136, and 28145, which are the preliminary plan and elevation, stage construction and vicinity map, for the subject structure. Also enclosed are two copies of the foundation recommendation.

The work on this structure is necessary to widen the freeway to six lanes. The roadway width and alignment are in accordance with the requirements established for this project. The length was established to span the railroad providing 2:1 end slopes and the elevation was established to provide the required 23 feet of clearance over the railroad.

Your Instructional Memorandum dated December 29, 1971, has guide lines for deck replacement which we feel this bridge conforms to for the following reasons:

1. The existing deck is six inches thick with cracks showing on the underside. Mr. Pillsbury inspected this with personnel from our office. Our current standard is a seven and one-half inch minimum deck thickness.

NOTED
A. E. JOHNSON

2. The plans for this section call for an eight inch P.C. concrete overlay to the north of this bridge. If the existing bridge deck was left as it is, excavating to subgrade and placing base rock would be required for several hundred feet to the north.

3. The clearance over the railroad is twenty-two feet eight inches which is less than the required twenty-three feet. If we maintained this substandard clearance a shallow box girder would be required because of the roadway slope.

4. The existing bridges are built with crowns in each direction from north and southbound centerlines which does not match the new shed roof roadway section.

5. In addition we have had a problem with stabilization of the 1 1/2 to 1 end slopes and had to gunite the north slope to hold it in place and build a retaining wall to hold the south slope.

We considered removing the deck, saving the existing beams, widening with prestressed beams, and pouring a new deck. The estimated cost of this is $735,000. The estimated cost of the method we selected, remove the superstructure and replace with prestressed beams and a cast in place deck,is $716,000. Both estimates are based on approximate quantities and an allowance for engineering and contingencies.

This is being sent to you as a preliminary submittal for your approval.

JMT/ag

Attachs.

cc A. E. Johnson
L. H. Young
V. E. Skoog

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MAY 4 1972
OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON STATE HIGHWAY DIVISION

7866

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 26, 1972

File No. 41461
Woodburn Interchange-Haysville
Interchange Section
Pacific Highway

File No. 47344
I-205 Interchange
Salem Freeway

Chemawa Indian School Property

Mr. James R. Klein, Jr.
United States Department of Interior
Office of the Regional Solicitor
P. O. Box 3621
Portland, Oregon 97208

Dear Jim:

All of the proposed changes for the Memorandum of Agreement set forth in Mr. C. Richard Neeley's letter of June 20, 1972, written to Mr. Robert Rutledge, Regional Counsel for the Federal Highway Administration, appear to be acceptable except for the burn exhibit which will have to be referred to as Exhibit "F" instead of Exhibit "D".

We await the receipt of your final form of the Memorandum of Agreement which we hope will be forthcoming shortly.

NOTED
F. P. KLABOE

Very truly yours,

D. H. MEHRING
Right of Way Engineer

By

A. J. VIDUCICH
Title Supervisor

RECEIVED
JUN 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

AJV:bb

cc: Mr. D. H. Mehring
Mr. Fred Klaboe
Mr. Robert Rutledge

DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-20-72

FILE

FEDERAL AID PROJECT NO.
1-5-5-(34)273

STATE PROJECT NO.
WOODBURN INTERCHANGE

FROM:
G. L. GREEN, ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
1-454

COUNTY NAME
MARION

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO:
78606

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	JUNE 20, 1972	INTERSTATE ROUTE #5
		STATE ROUTE NUMBER
		PACIFIC HIGHWAY ROUTE #1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF TWO PARCELS, FILE NUMBERS 47322 AND 47331 AS REQUESTED IN MR. YOUNG'S JUNE 15, 1972 LETTER. ALSO, A MINOR PROGRAM CHANGE IS APPROVED ADDING RELOCATION ASSISTANCE AND PAYMENTS TO CHARACTER OF PROPOSED WORK.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) RELOCATION PAYMENTS MINOR PROGRAM CHANGE. NOTED F. B. KLABOE

FILE NO. 47322 AND 47331
☒ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR HAVE BEEN OFFERED, BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

RECEIVED
JUNE 21, 1972
OFFICE OF
STATE HIGHWAY ENGINEER

6-22-72
Young

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-20-72	G. L. Green	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

FOR [illegible]

OREGON STATE HIGHWAY DIVISION

78666

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 19, 1972

File No. 41461
Woodburn Interchange-Hayesville
Interchange Section
Pacific Highway

File No. 47344
I-305 Interchange
Salem Freeway

Mr. James R. Kuhn, Jr.
United States Department of Interior
Office of the Regional Solicitor
P. O. Box 3621
Portland, Oregon 97208

NOTED
F. R. KLABOE

Dear Jim:

Enclosed are the new descriptions for the Chemawa Indian School property which the State will need for I-305 and the widening of I-5. The property for I-305 has been segregated and will be carried under our File 47344. Also enclosed is a copy of our right-of-way map showing the property covered by the new descriptions. A copy of the descriptions and our map are being forwarded to Robert B. Rutledge, Regional Counsel for the Federal Highway Administration.

Very truly yours,

D. H. MORRING
Right of Way Engineer

By

A. J. VIDUCICH
Title Supervisor

AJV:bb
Encls.

cc: Mr. Fred Klaboe
Mr. Robert B. Rutledge

RECEIVED
JUN 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 19 1972
FOR FILING

78606

June 16, 1972

TO Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration

560

FROM A. E. Johnson
Assistant State Highway Engineer

SUBJECT Woodburn Interchange-Hayesville
Interchange Section
Pacific Highway, I-5
Marion County
Bridges 7802A, 7803A, 7847A-7853A
and 7855C and D
Your File 10.35.6

We have reviewed the comments in your letter of May 25.

Woodburn and Brooks Interchanges

Both structures have been revised. Enclosed are two prints each of Preliminary Plan and Elevation Drawings 28053 and 28059 which show slant columns at Bents 2 and 4 with Type IV beams as you suggested.

St. Louis Road Undercrossing

If the span were increased to 130 feet, another beam would be required. The end abutments are quite small and will have wing walls cantilevering back from the abutment which is an economical type of construction. To add the extra beam and lengthen the superstructure is more expensive than what we have proposed.

Quinaby Road Undercrossing

If the span were increased, another beam would be required and the additional cost of the superstructure is

not offset by the saving in the end abutments. We propose to leave this structure as originally submitted.

I-305 Overcrossing

The ends of the bridges are skewed as much as we feel is practical.

The footings for all the structures will be raised as much as possible. The top of the footings will be at a level which will permit the median area to be used in the future.

Moving the slant legs to the 30-foot clearance line would not be as safe as what we have proposed. This would also restrict future widening of the freeway.

We have some reservations on specifying a ram weight equal to one-half the weight of the pile. We will review this subject further and discuss it with you at a later date.

Enclosures

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart

JMT:dh ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 25, 1972

In reply refer to: 10-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(-)
Woodburn Interchange-Hayesville Interchange

We have reviewed the preliminary plans for twelve of the structures in this section submitted with Mr. Hart's letters of April 20, May 2, and May 3. The structure type selection and roadway geometrics are satisfactory. We have the following comments on the design layouts:

WOODBURN INTERCHANGE

We suggest that you study the possibility of using a slant column at Bents 2 & 4 placed at the fill slope break. This would reduce the main spans and would allow the use of thinner Type IV girders. Placing the column at the slope break would give adequate vertical clearance at the 30' line.

GERVAIS ROAD UNDERCROSSING

Bent 3 footing is below the water table shown on the foundation plans. The footing is on piling and it should be raised above the water table. Actually the median footings for all these structures should be placed a minimum distance into existing ground because they will be covered with a safety berm.

ST. LOUIS ROAD UNDERCROSSING

At this structure the bulb-T beams could be lengthened to 130' thereby reducing the size of the abutments.

KEENE ROAD UNDERCROSSING

Bent 3 is shown below the water table and should be raised. Bents 2 & 4 are shown beyond the 30' standard clear distance. A more pleasing appearance would be gained by moving the columns into the 30' line or the slope break. This would give more area under the end spans and make the structure more airy.

5-30-72
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NOTED
JOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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GPO 917-344

CONCOMLY ROAD UNDERCROSSING

Bent 3 footing of this structure is also shown below the water table.

WACONDA ROAD UNDERCROSSING

Bent 3 footing of this strucure is shown below the water table. We suggest on this structure that you consider moving Bents 2 & 4 closer to the 30' offset line.

BROOKS INTERCHANGE

See comments for Woodburn Interchange.

QUINABY ROAD UNDERCROSSING

This is another case where the span could be lengthened thereby reducing the size of the abutments.

PERKINS ROAD UNDERCROSSING

We suggest that Bents 2 & 4 be moved closer to the 30' offset line.

CHEMAWA ROAD UNDERCROSSING

We have already sent comments on this job.

I-305 OVERCROSSINGS

The interior bent footings are below the water table and should be raised. It appears that some adjustment could be made in the end skew to reduce the excess dead area under the ends of the bridge.

Although there appears to be many suggestions on these structures, we believe that you have achieved a good balance between aesthetics and economy.

The foundation report specifies that a pile hammer with a 4,000 pound ram be used on all structures. The ram weight, we believe, should be at least half the pile weight and we therefore recommend that a 6,000 pound hammer be specified.

May we have your comments.

RECEIVED
MAY 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 15 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

78666

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer ~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

DATE June 16, 1972

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT Project No. I-5-5(34)273
Woodburn Interchange Section
Right of Way

We hereby request your authorization to proceed with the actual acquisition of parcels 47322 and 47331 which are required for right-of-way on the subject project, as outlined in red on the enclosed sketch maps.

We further request your approval of a minor program change on the project to include in the character of proposed work "Relocation assistance and payments" which is required for the relocation of the service stations on parcel 47322.

The estimated cost of these additional parcels is $75,000, which includes $5,000 for the relocation of the service station and will result in an increase in total cost and federal funds as presently under agreement on the project as follows:

	Total Cost	Federal Funds
Under Agreement	$ 67,000	$ 61,800.
Additional Parcels	75,000	69,187
Total	$142,000	$130,987

A revised estimate and modification of project agreement as well as revised right-of-way plan sheets covering this increase in cost and additional parcels will be forwarded in the very near future.

Relocation assistance required for relocation of the business will be provided in accordance with the provisions of IM-80-1-71.

cc J. R. Oakes
R. N. Chase
CL:dg M. Mitchell

RECEIVED
MAY 31
FOR FILING

Form FHWA-121 ( )
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7866

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 25, 1972

In reply refer to: 10-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(-)
Woodburn Interchange-Hayesville Interchange

We have reviewed the preliminary plans for twelve of the structures in this section submitted with Mr. Hart's letters of April 20, May 2, and May 3. The structure type selection and roadway geometrics are satisfactory. We have the following comments on the design layouts:

WOODBURN INTERCHANGE

We suggest that you study the possibility of using a slant column at Bents 2 & 4 placed at the fill slope break. This would reduce the main spans and would allow the use of thinner Type IV girders. Placing the column at the slope break would give adequate vertical clearance at the 30' line.

GERVAIS ROAD UNDERCROSSING

Bent 3 footing is below the water table shown on the foundation plans. The footing is on piling and it should be raised above the water table. Actually the median footings for all these structures should be placed a minimum distance into existing ground because they will be covered with a safety berm.

ST. LOUIS ROAD UNDERCROSSING

At this structure the bulb-T beams could be lengthened to 130' thereby reducing the size of the abutments.

KEENE ROAD UNDERCROSSING

Bent 3 is shown below the water table and should be raised. Bents 2 & 4 are shown beyond the 30' standard clear distance. A more pleasing appearance would be gained by moving the columns into the 30' line or the slope break. This would give more area under the end spans and make the structure more airy.

5-30-72

(more)

NOTED
JOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-944

CONCOMLY ROAD UNDERCROSSING

Bent 3 footing of this structure is also shown below the water table.

WACONDA ROAD UNDERCROSSING

Bent 3 footing of this strucure is shown below the water table. We suggest on this structure that you consider moving Bents 2 & 4 closer to the 30' offset line.

BROOKS INTERCHANGE

See comments for Woodburn Interchange.

QUINABY ROAD UNDERCROSSING

This is another case where the span could be lengthened thereby reducing the size of the abutments.

PERKINS ROAD UNDERCROSSING

We suggest that Bents 2 & 4 be moved closer to the 30' offset line.

CHEMAWA ROAD UNDERCROSSING

We have already sent comments on this job.

I-305 OVERCROSSINGS

The interior bent footings are below the water table and should be raised. It appears that some adjustment could be made in the end skew to reduce the excess dead area under the ends of the bridge.

Although there appears to be many suggestions on these structures, we believe that you have achieved a good balance between aesthetics and economy.

The foundation report specifies that a pile hammer with a 4,000 pound ram be used on all structures. The ram weight, we believe, should be at least half the pile weight and we therefore recommend that a 6,000 pound hammer be specified.

May we have your comments.

RECEIVED
MAY 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 11, 1972

In reply refer to: 10-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(-)
Brooks (Hopmere Road) Interchange

Your March 7 and May 4 submissions have been evaluated. The roadway section is identical to the Woodburn section and the cost evaluation would be similar.

A permanent jog in Hopmere Road over the freeway section is not acceptable. The added cost of 12' of permanent structures is approximately the same as a detour and will allow stage construction to take place using the permanent structure for maintaining traffic across the freeway.

Federal-aid Interstate participation for extra permanent structure is approved to the extent of the detour cost.

5-15-72
REFERRED TO
al
BY DEPUTY STATE HIGHWAY E

NOTED
A. E. JOHNSON

NOTED
W. J. HART

NOTED
TOM EDWARDS

RECEIVED
MAY 12 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 17 1972
BRIDGE DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

I-5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 9, 1972

TO Mr. D. M. Moehring
Right of Way Engineer
BUILDING

FROM A. D. Olson
A. D. Olson
Preliminary Design Engineer

SUBJECT Sound Berms
Chemawa Indian School
Woodburn Interchange-Hayesville Interchange
Pacific Highway (I-5)
Marion County

As requested, a review has been made of the plans in the vicinity of Chemawa Indian School to determine what sound berms might be constructed within the right of way as presently written. I find that there is room to provide about a 5 foot high berm except from Station 1796 to 1798+50 where the right of way was pulled in to avoid an existing building and service road.

At such time as the School moves east of the railroad it would be possible for them to close the gap in the berm if they desired.

At the northerly end of the property the off-ramp to Chemawa Road would rise to tie into that facility and the sound berm would be terminated when the ramp fill reaches 5 feet in height. Attached is a sketch map on which I have indicated the approximate berm location and height above existing ground.

You should be aware that this berm along the right of way line will not provide a major sound shield between the School property and the main line of the freeway. The top of the berm will be at about the same elevation as the mainline of the freeway and will do nothing for that sound source. The ramps which lie easterly of the freeway are in cut from Station 1792 southerly and the berm will provide shielding from that traffic noise. The ramps are in approximately a 16 foot cut at the tight right of way point where no berm can be constructed.

If you have any questions, please contact me.

ADO:jg
attachment
cc: J. B. Boyd

T.6S. R.3W. NM
Sec. 8

SCALE: 1" = 200'

Earth Berm

T-3 Mb. bnd.

T305

RECEIVED
MAY 8 - 1972
FOR FILING

A E Johnson

OREGON STATE HIGHWAY DIVISION

78146

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 4, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

NOTED
A. E. JOHNSON

SUBJECT Brooks (Hopmere Road) Undercrossing
Bridge No. 7851A
Woodburn Intch.-Hayesville Intch. Section
Pacific Highway
I-5
Br. No. 7851A
Your File 10-35.1

Our letter of March 7, 1972, requesting approval of an additional 12 feet of permanent structure rather than building a 24 foot wide temporary detour structure for Woodburn and Brooks Interchange structures was approved for the Woodburn Interchange structure by your letter of March 20, 1972, with a request that we supply similar documentation for Brooks Interchange.

We feel that traffic must be maintained at Brooks Interchange and either a detour structure or stage construction is required. To build with stage construction to a 48 foot roadway would require a permanent jog in the alignment of Hopmere Road which is undesirable. Therefore either a 24 foot detour structure or 12 foot extra width is required.

Our preliminary submittal of April 20, 1972, included drawings showing our proposal for a 60 foot roadway with stage construction. The estimated cost was $605,000. Based on relative figures a 48 foot roadway would be $505,000 plus $100,000 for structure, grading, and paving for the detour.

Our preliminary submittal of April 20, 1972, included drawings showing our proposal for a 60 foot roadway with stage construction. The estimated cost was $605,000. Based on relative figures a 48 foot roadway would be $505,000 plus $100,000 for structure, grading, and paving for the detour.

The total cost of a 60 foot roadway is about the same as a 48 foot roadway plus detour and we feel it is a better expenditure of public funds to build the wider permanent structure than a temporary detour used only during the construction period.

This is being sent to you for your approval and to complete our preliminary submittal of April 20, 1972.

JMT/ag

cc A. E. Johnson
L. H. Young
V. E. Skoog

RECEIVED
MAY 5 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 8 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7866

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 3, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

SUBJECT I-305 Overcrossing
Woodburn Intch.-Hayesville Intch. Section
Pacific Highway I-5
Marion County
Br. Nos. 7855C and 7855D

Enclosed are two prints each of Drawings 28174, 27928, 27929, and 28175, which are the preliminary plan and elevation, vicinity maps, and foundation data sheet for the subject structures. Also enclosed are two copies of the foundation recommendation.

The alignment, elevation, roadway width and length are in accordance with the requirements established for this project. The columns adjacent to the roadway will be protected with a G.M. Barrier which will be turned back into the cut slope and terminated. The $N\text{-}B_3$ and $K\text{-}C_3$ roadway sections will be curbed and the curbs will be brought into the G.M. Barrier in a safe manner.

We are planning further architectural study of this interchange area to make our structural details compatible with the Mid Willamette Valley Council of Government's study of the I-305 Freeway. They state that a relationship between natural Indian culture and nature should be emphasized.

We have selected a post-tensioned concrete box girder for these structures with an estimated cost for both structures of $1,500,000. Steel plate girders were considered as an alternate with an estimated cost of $1,770,000. Both estimates are based on approximate quantities with an allowance for engineering and contingencies.

This is being sent to you as a preliminary submittal for your approval.

JMT/ag
Attachs.
cc A. E. Johnson
L. H. Young
V. E. Skoog

RECEIVED
MAY 4 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

RECEIVED
MAY 8 - 10
FOR FILING

D. H. Moehring

OREGON STATE
HIGHWAY DIVISION

7866

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 1, 1972

Copy
I-305
88

File No. 41461
Chemawa Road Interchange
Pacific Highway
Marion County
Chemawa School Property

Mr. C. Richard Neely
Assistant Regional Solicitor
United States Department of the Interior
P. O. Box 3621
Portland, Oregon 97208

NOTED
L. E. D. KLABOE

Dear Mr. Neely:

In response to your request for suggestions regarding the Memorandum of Agreement, a draft of which was included in your letter of April 19, 1972, to Mr. Robert Rutledge, Regional Counsel for the Federal Highway Administrator, we are returning a copy of the draft on which we have made certain proposed deletions and additions which we feel are appropriate.

The changes, except the one made for paragraph 5 on page 3, have already been discussed with Mr. James Kuhn of your staff, who suggested that I submit them to your office for consideration. As to paragraph 5 on page 3, it was felt that a separate exhibit showing the location and the extent of the sound barrier would remove any question regarding the State's obligation in connection therewith. We are in the process of preparing Exhibit "D" and hope to send you a copy thereof before the end of this week.

Mr. Kuhn indicated that we should, within the next few days, be receiving a draft of the Trust Agreement for the relocation of Bonneville's transmission line which will have to be reviewed by this office, as well as our Utility Unit.

NOTED
K. A. CRAWFORD

Mr. C. Richard Neely

File No. 41461
May 1, 1972

We would appreciate it if you would let us know immediately if you approve of the changes we have proposed.

Very truly yours,

D. H. MOEHRING
Right of Way Engineer

By

A. J. VIDUCICH
Title Supervisor

AJV:bb
Enc.

cc: Mr. R. E. Simpson
Mr. Robert Rutledge
Bonneville Power Administration,
Attn: Mr. Thomas Kronelis
Mr. D. H. Moehring

Mr. D. H. Moehring

United States Department of the Interior

OFFICE OF THE SOLICITOR
PORTLAND REGION, 1002 N. E. HOLLADAY ST.
P. O. Box 3621, Portland, Oregon 97208

April 19, 1972

In reply refer to:

Mr. Robert Rutledge
Regional Counsel
Federal Highway Administration
222 S. W. Morrison Street
Portland, Oregon 97204

Re: Chemawa School Property - Interstate I-305 and I-5

Dear Mr. Rutledge:

Enclosed is a draft of a Memorandum of Agreement between the Secretary of the Interior, Secretary of Transportation, and the State of Oregon covering the agreement reached in Emmet Willard's Office on April 10.

As we interpret 23 U.S.C. § 317, the agreement must be between the two federal agencies. However, since some of the considerations as set forth in the memorandum are the responsibility of the State of Oregon, we have included it as a party. Mr. Willard will have authority to execute the agreement in behalf of Interior, and we assume someone in your region has authority to execute it in behalf of Transportation.

The Trust Agreement between the Bonneville Power Administration and the State Highway Department for relocation of the transmission line is being prepared by Bonneville and an approved copy will be attached to this agreement as Exhibit "C". (See paragraph 2.) We will receive a copy and will have an opportunity to review it before it is approved. We shall afford you the same opportunity.

If you have any suggestions or comments about the enclosed draft, please advise, and the necessary changes will be made. We are

sending copies to those listed below so they may have the same opportunity to review the draft and make suggestions.

Very truly yours,

For the Regional Solicitor

C. Richard Neely
Assistant Regional Solicitor

Enclosure

cc:
Emmet E. Willard, Field Representative, Office of the Secretary of the Interior
Robert Simpson, Division Engineer, Federal Highway Administration
Bureau of Indian Affairs Attn: Richard M. Balsiger
Oregon State Highway Division Attn: D. H. Moehring, Right of Way Engineer
Bonneville Power Administration Attn: Thomas Kornelis, Branch of Land

MEMORANDUM OF AGREEMENT

This Memorandum of Agreement entered into the _____ day of _____, 1972, between the Secretary of the Interior of the United States (hereinafter referred to as Interior), and the Secretary of Transportation of the United States (hereinafter referred to as Transportation), and the State of Oregon by and through its State Highway Commission (hereinafter referred to as State).

Whereas, State, in connection with the construction of I-305 (Salem Freeway) Interchange and the six-lane widening of I-5 (Pacific Highway) between the Woodburn and Hayesville Interchanges in Marion County, Oregon, which is an interstate highway constructed pursuant to P. L. 85-767, August 27, 1958, 72 Stat. 885, has found it reasonably necessary for right-of-way and other highway purposes to use land owned by the United States of America, as described in Exhibit "A" attached hereto, which said land is currently under the administration of Interior and is being used as a part of the Chemawa Indian School located in Marion County, Oregon; and

Whereas, Transportation, pursuant to Section 317 of said Act, 72 Stat. 916 (23 U.S.C. § 317), has determined that such land as described in Exhibit "A" is reasonably necessary for such right-of-way and other highway purposes, and has requested of Interior the appropriation of such land; and

Whereas, Interior, having advised Transportation that the continued use of such land is necessary for Indian school purposes,

the parties have reached an agreement whereby Transportation and State shall acquire and convey to the United States of America, for use by Interior for the Chemawa Indian School, additional land as described in Exhibit "B", attached hereto, shall pay the cost of moving the transmission line of the Bonneville Power Administration, as hereinafter provided, and shall furnish certain other considerations, as hereinafter set forth; and, it being agreed by Interior that the above will adequately protect the continued use of the remainder of the land for Indian school purposes, Interior has agreed to release to Transportation and State that portion of the school land needed for such right-of-way and other highway purposes.

The Agreement is as follows:

1. Transportation and State shall acquire title to the land as described in Exhibit "B" and convey the same to the United States of America for the use by Interior, free and clear of all encumbrances except those to which Interior will agree in writing to accept. Evidence of such title shall be by a title insurance policy furnished to Interior at Transportation and State expense.

2. Transportation and State shall pay all costs of relocation of the transmission line of the Bonneville Power Administration, estimated to be the sum of $206,900, including the acquisition of approximately 4,450 feet of right-of-way 125 feet wide, as more fully set forth in the trust agreement to be entered into between the Bonneville Power Administration and State in the form as attached hereto and marked Exhibit "C".

3. State shall relocate the well which is now located on the property being acquired for right-of-way and other highway purposes. The replacement well will be drilled on remaining school land at a place designated by Interior and will be cased with casings and accessories equivalent to those of the existing well. All work and materials in connection therewith shall conform to the standards of the American Water Works Association and National Water Well Association, "AWWA Standard for Deep Wells"; and a well log shall be submitted by the State or its contractor to the Bureau of Indian Affairs, Chemawa School. The depth of the well shall extend to the first water-bearing strata yielding a volume test equal to the existing well, i.e., 1,000 gpm. of water suitable for domestic use, which is anticipated to occur at approximately 100 feet below the ground surface. The water from the replacement well shall be hooked into the existing water system at the main nearest to the new well site, with the State providing the cost of all labor, materials, and equipment such as a surge valve, pressure control, etc., necessary to operate the replacement well as a completely automatic standby water source the same as the existing well.

4. State will construct fencing on the new highway right-of-way line adequate to restrain livestock from entering the said right-of-way.

5. State will construct effective sound barriers in critical areas where the highway will run adjacent to existing occupied school buildings.

6. In exchange for the above, Interior releases to Transportation and State the land described as Parcels 1 through 7 of Exhibit "A",

so long as such land shall be used for right-of-way and other highway purposes; provided, however, that in addition to using the land for right-of-way and other highway purposes, Parcels 5 through 7 of Exhibit "A" may also be used for park and parkway purposes. When such land or any part thereof is no longer needed for right-of-way and other highway purposes, or when Parcels 5 through 7, or any part thereof, are no longer needed for right-of-way, highway, park or parkway purposes, the title, administration and use of such land, or such part not so needed, shall automatically revert to the Interior.

7. Transportation and State shall not unreasonably interfere with school activities during the course of the highway construction and shall make reasonable effort to replace all fences as soon as possible to prevent livestock from escaping from the remaining school land.

8. Transportation and State shall be entitled to possession of the land described in Exhibit "A", except for the above described well, upon the approval of this Memorandum of Agreement, and shall be entitled to possession of said well when the new well is in operation as above set forth.

For Secretary of the Interior

For Secretary of Transportation

STATE OF OREGON, by and through its
STATE HIGHWAY COMMISSION

By ~~Assistant State Highway Engineer~~
Asst to the Comm.

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78606

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

April 10, 1972

To: MEMO

SUBJECT: File 41461 - U.S.A.
[Bureau of Indian Affairs]
Woodburn Interchange -
Hayesville Interchange
Section
Pacific Highway [I-5]
Marion County

A meeting was held this morning in Mr. Emmet E. Willard's office to discuss the handling of the Chemawa Indian School acquisition. A number of people were present including the following:

Emmet E. Willard, Field Representative, Office of the Secretary of the Interior
James Kuhn, Attorney, Solicitor's Office
F. B. Klaboe, Deputy State Highway Engineer, OSHD
Robert Simpson, Division Engineer, FHWA
C. J. Mathias, Division Right of Way Officer, FHWA
R. Barry Rutledge, Regional Counsel, FHWA
Tom Kornelis, Chief Branch of Land, BPA
Rod J. Henry, District Right of Way Supervisor, OSHD
Richard Balsiger, Assistant Area Director, Bureau of Indian Affairs
Mr. Hiser, Bureau of Indian Affairs

NOTED
F. B. KLABOE

Mr. Kuhn advised that the Interior Department was agreeable to exchanging the property needed for interstate right-of-way plus the three excess parcels needed at the interchange for landscape, greenway, or Indian School musuem purposes for the parcels the State has acquired easterly and southerly of the school plus having the BPA power line moved, plus having a new well drilled to replace the well which is within the right-of-way needed for the highway. The FHWA people were agreeable, and Mr. Kuhn and Mr. Rutledge will work out an agreement which will spell out exactly how the exchange will take place.

The agreement will provide that the BPA and the State Highway Division will enter into a BPA utility trust agreement to take care of

the transmission line move. The BPA will acquire the necessary rights of way for the relocated transmission line. Mr. Kuhn advised that it was the Solicitor's opinion that eminent domain proceedings could be used for the acquisition of the substitute transmission line right-of-way should such become necessary.

The matter of berms on the highway to deaden the noise from the highway was discussed.. I mentioned the matter of the northbound off-leg of the freeway being elevated and that this feature would probably not make a berm necessary where the leg was higher than the main traveled portion of the freeway. The Chemawa Indian School representatives seemed to be agreeable.

I also mentioned that the right-of-way taking was somewhat restricted and that there might not be sufficient room to construct a berm entirely within the right-of-way. I then raised the question of the possibility of constructing a portion of the berm on Chemawa Indian School property. This possibility was vetoed by the school officials, as they felt the right-of-way line was too near the girls dormitory to permit berm construction on Chemawa Indian School property.

Mr. Simpson then suggested that perhaps the remedy would be to install double thickness windows in the building and this would take the place of a sound barrier. The school officials then stated that since their eventual plan was to move the entire school facility to the area easterly of the railroad tracks that it would probably not be advisable to revamp any of the buildings. They felt that the berm would be advantageous no matter where the school was going to be located. They felt that the moving of the school easterly of the railroad would at best be four or five years in the future. I am to discuss this matter with Adrian Olson and determine how much berm could be constructed within the right-of-way taking as it is presently described.

The Indian School officials felt that a metes and bounds description for the replacement property to be conveyed to the school would be a necessity [there should be no problem, as the parcels acquired by the State are all metes and bounds descriptions except the large taking on the old highway which is a centerline description according to Rod Henry]. I will have this matter checked out to see if we can readily

comply with this requirement.

The excess parcels to be conveyed to the State in the interchange area [parcels 5, 6, and 7 of the State's description] should also be metes and bounds descriptions according to Mr. Rutledge. I will have these checked to see if metes and bounds descriptions can be prepared for parcels 5, 6, and 7.

It is the hope of the Highway Division that a permit of entry might be secured so that construction through the area might proceed. Mr. Kuhn felt that this could be arranged providing the well replacement can be taken care of prior to the State taking possession of the existing well. There should be no problem, as the well is only about 100 feet deep and a new well should be drilled in a couple of weeks. The State will take care of the hiring of a well driller to accomplish this work. Rod Henry should handle this matter after we have secured the go ahead from the FHWA.

Following the meeting Mr. Simpson advised that I should be certain that the State had FHWA approval program-wise to proceed with the file. Mr. Mitchell advises me that we do have such programing.

D. H. Moehring
Right of Way Engineer

DHM:JP

RECEIVED
APR 11 1972
OFFICE OF
STATE HIGHWAY ENGINEER

I-5

March 31, 1972
Salem, Oregon

[redacted]-Jefferson Section
Pacific Highway
Marion County

G. W. Wimer
Region Construction Engineer

EAST SALEM HIGHWAY BUILDING

Enclosed please find the estimate of the borrow requirements for the subject project which was recently requested by Resident Engineer Ed J. Hall's office.

A copy of the estimate was handed this date to Newell Williams for hand-delivery to Mr. Hall's office.

Frank L. Hall
Design Engineer
By:

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Frank E. Terpin
Final Design Engineer

FET:jh
Enclo.
cc: Ed. J. Hall
N. E. Mann

1 Mail
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAR 31 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Form E-49—3031

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

3-30-72

Woodburn Intchg - Hayesville Intchg — Phoned to Ed Hall's office

Pacific Hwy

Marion County

Preliminary Summary of Earthwork

			Exc	Emb	Net Borrow
Woodburn Intchg	—	St. Louis Rd	60,437	220,487	193,100
St. Louis Rd	—	Brooks Intchg	20,116	384,309	421,800
Brooks Intchg	—	Perkins Rd	3975	130,598	146,200
Perkins Rd	—	I-305	117,681	295,276	271,900
I-305	—	Hayesville Intchg	12,735	92,344	93,500
			214,944	1,123,014	1,076,500
		+15% Shrink		168,452	
				1,291,466	
			—	214,944	
		Total Borrow Req'd		1,076,522	

Form E-49--3057-

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

						Exc.	Emb.
Woodburn Intchg - Main Line	NB	St. Louis	9455	Under Xing 22,407			
	Med		0	30,511			
	SB		6622	25,823			
			16,077	78,741		16,077	78,741
Woodburn Intch						91,600	60,000
Gervais Rd						2760	28,300
St. Louis Rd.						0	53,446
						40,437	220,487
ST. Louis Under Xing - Main Line	NB	Brooks	10,379	Intchg 57,323			
	Med		0	57,661			
	SB		2856	54,650			
			13,235	169,634		13,235	169,634
Keene Rd						0	38,856
Concordy Rd						1310	37,087
Waconda Rd						723	39,475
Hapmere Intchg	"A"			29,287			
	"B"		260	16,205		4848	99,260
	"C"		260	8,464			
	"D"		1634	3073			
	"R"		2694	51,231		20,116	384,309
			4848	99,260			

Form E-19-3014-

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Brooks Intchg - Perkins Rd							
Main Line	NB	1955	18,561				
	Median	0	16,336				
	SB	2020	18,327				
		3975	53,224		3975	53,224	
Grimaby Rd Under Xing						44,444	
Perkins Rd Under Xing -						32,930	
					3975	130,598	
Perkins Rd to I-305							
Main Line	NB	18,379	13,256				
	Median		9806				
to Sta 1755	SB	5904	15,007				
Sta 1755 to 1821 ±	Sta 1	37,968	63,191				
		62,251	101,260		62,251	101,260	
Clearance Intchg	N4 Line	539	109,129				
	C-N4		41,665				
	S-C4	44	43,222				
	I-305 Plug	54,847	0				
		55,430	194,016		55,430	194,016	
					117,681	295,276	
I-305 to Hayesville Intch							
Main Line	NB	5858	37,051				
	Median		4602				
	SB	6877	50,691		12,735	92,344	
		12,735	92,344				
					194,944	1,123,014	

	Exc	Emb	
Main Line	107,927	495,203	
Woodburn Intchg	21,600	60,000	
Gervais Rd	2760	28,305	
St. Louis Rd	—	53,446	
Keene Rd	—	38,858	
Concomley Rd	1310	37,082	
Waconda Rd	723	39,475	
Hopmere Intchg	4848 ✓	99,260	99,260
Quinaby Rd	—	44,444 ✓	
Perkins Rd	—	32,930 ✓	
Chemawa Intchg	583	194,016 ✓	
I-305 Plug	54,847	—	
	194,598	1,123,019	

3-23-72

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-5-5(38)260

STATE PROJECT NO.
WOODBURN-HAYSVILLE SECTION

FILING

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
1-520

COUNTY NAME
MARION

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:
78466

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

NOTED
F. B. KLABOE
3-24-72

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	MARCH 23, 1972	INTERSTATE ROUTE 5 PACIFIC HIGHWAY ROUTE #1

GENERAL LOCATION:
NORTH OF SALEM

GENERAL DESCRIPTION OF WORK: AS REQUESTED IN MR. ASBURRY'S 3-10-72 LETTER A MINOR PROGRAM CHANGE IS APPROVED ADDING RELOCATION ASSISTANCE PAYMENTS TO THE CHARACTER OF THE PRPOSED WORK. YOU ARE AUTHORIZED TO PROCEED WITH ACQUISITION OF THE RIGHT OF WAY AS OUTLINED IN RED ON RIGHT OF WAY MAPS 7-B-20-14; & 7B-22-13; 7B-22-14 & 7B-22-15.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) MINOR PROGRAM CHANGE RELOCATION PAYMENTS.
- [X] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
THE MARCH 7, 1972 RELOCATION PLAN FOR FILE 47076 IS APPROVED.

THE REGION 2 RIGHT OF WAY OFFICE IS APPROVED AS RELOCATION ASSISTANCE OFFICE FOR THIS PROJECT.

RECEIVED
MAR 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-23-72	[signature]	DIVISION ENGINEER

FORM PR-1240 (REV. 9-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
MAR 20 1972
MAP UNIT

FORM FHWA-1321.1A-671

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

78606

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Hwys
Salem, Oregon

DATE: March 20, 1972

In reply refer to: 10-35.1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(52)274, Woodburn Interchange

CH Bridge 3-28-72

Your submission of March 7 has been evaluated. The cost appears reasonable.

The permanent jog in the alignment to allow temporary use of the old structure as a detour is unacceptable. The addition of 12 feet of new structure will permit the added width to be used as a detour and is approximately the same cost.

Federal-aid Interstate participation for the extra permanent structure is approved to the extent of the detour cost.

Similar documentation will be required for the Brooks (Hopmere Road) Undercrossing.

Simpson:nig

RECEIVED
MAR 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

3-23-72
REFERRED TO
[signature]
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

I-5

March 8, 1972
Salem, Oregon

Hopmere Interchange
Woodburn Int.-Hayesville Int.
Pacific Highway
Marion County

J. B. Boyd
Region Engineer
P. O. Box 30
Salem, Oregon 97310

Attention: Gerald Wimer

This is in reply to your letter of March 1 concerning access control across Humble Oil property at the subject interchange.

Access control as presently laid out gives approximately our minimum 100' from the ramp radius and re-establishes an approach which exists under a "Grandfather" condition as outlined below. No shortening of the access control should be considered.

According to a letter from Dave Terbell dated April 10, 1970, and the Marion County Zoning Ordinance, Section 11A04, the County controls access outside the present State control by means of zoning. The property lying north of the Humble Service Station is presently accessed by a narrow road parallel to Hopmere Road. The County has permitted Humble's access under the Grandfather's clause because of its existence prior to the ordinance date. Access will be permitted to the north portion as is, so long as the property is used only for agricultural purposes. If it is developed otherwise, the County will exercise its control and force service to be handled through the existing service station's access.

Future negotiations for right of way and access control in Marion County should take into account the aforementioned Ordinance. Present designs may provide new accesses that are contrary to existing County zoning. These should be brought to our attention.

You may inform Mr. Wilson of this decision.

1 Hall
A. Olson
Turpin
Scott
Swenson
R. Olson

RECEIVED
MAR 8 - 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Frank L. Hall
Design Engineer
By:

A. D. Olson
Preliminary Design Engineer

DNS:jh

(REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 28, 1972

REGION 2 ENGINEER
RECEIVED
FEB 29 1971
RE | RCE | RME | RTE | ROE
ULE | GEO | TA | FILE

SUBJECT: File 44257
Woodburn-Hayesville
Pacific Highway
Marion County

To: Mr. J. B. Boyd
Regional Engineer
East Salem Highway Building
Salem, Oregon 97310

Attached is a copy of a letter from Humble Oil Company with a topographic survey map and sketch indicating the access control line the Highway Department has set forth.

Humble Oil Company is now requesting that the point of access be changed as indicated on the sketch. This would require that the access control line be adjusted to compensate for the new location.

I understand that this file, with others, is in design and may require more land and adjustment of the access location.

Would you please forward this information on with your recommendations.

VIRGIL P. WILSON
Right of Way Agent

VPW:pc
Attachments
cc: D. H. MOEHRING

BP 932479-734

[illegible] OIL & REFINING COMPANY

[illegible] OFFICE BOX 2180 • HOUSTON, TEXAS 77001

February 24, 1972

[illegible] DEPARTMENT

IN RE: Surplus Property 2918
I-5 & Brooks Interchange
Brooks, Oregon

RECEIVED
FEB 28 1972
DISTRICT II
R/W. OFFICE

Mr. Virgil P. Wilson,
Right of Way Agent,
Oregon State Highway Department,
West Salem Highway Building,
1960 East State Street,
Salem, Oregon 97310.

Dear Mr. Wilson:

I apologize for not getting back to you sooner relative to subject property. I was in the Seattle-Tacoma, Washington area during the week of January 24, 1972 and hoped to come down to Salem and discuss the property with you, but because of the weather situation my plans were altered.

During the interim period I have had our engineers prepare a plat on the subject property depicting the land that you will be obtaining and also, very importantly, the access point to our surplus property.

If you would please refer to the plat, I will attempt to show the demarcation between our Marketing Department's property and Land Management Department's property. The shaded area depicts the Marketing Department property which is an existing service station operation, but note that not all of this property is presently developed, which may be causing the confusion. I have attached an additional plot plan, which shows that portion of the service station property not developed.

In discussing this situation with our engineers the access restriction is a little unusual. What we have in effect at the present time is a frontage road paralleling the County Road. We are given access to the frontage road at Station 5 + 10, but no access to the County Road till Station 4 + 35. In discussing this situation with our engineers here in the office, Station 5 + 10 at the frontage road is situated 5+ or more feet into the service station or Marketing Department's property, which leaves no ingress or egress into our property. In quickly

reviewing this situation, if we could move the access control line to the southeasterly point of our property paralleling the frontage road, then it would appear to the writer that our problem is resolved, since we would have our ingress and egress.

I hope to be in the Oregon area some time in March and barring any unforeseen weather problems, will call you prior to my trip so that we may sit down and discuss this situation. It appears that we should have no problem resolving this. If, in the meantime, I can be of any further assistance to you regarding this matter, please do not hesitate in contacting the writer.

Very truly yours,

R. E. Francis

Richard E. Francis

REF/jre
Attachments
AIR MAIL

PORTLAND-SALEM EXPRESSWAY

5'±

EXIST ROAD

4+25

4+10

5+10

RELOCATE ACCESS POINT.

℄ COUNTY ROAD = 0.00'

SCALE: 1"=20'

Center
N.P.R.R. Co
To
State of Oregon
0.71 Ac. ±
Release Of Access

HUMBLE OIL & REFINING COMPANY
PRODUCTION DEPARTMENT

DRAWN E.L.S. | ENGR. SECTION CIV. | REVISED

SCALE 1"=20' | JOB NO. | FILE NO.

DATE 12-2-57

PORTLAND-SALEM EXPRESSWAY (FA

5'±

EXIST. ROAD

R-WEST ACCESS POINT.

1+25

4+00

5+10

SCALE: 1"=50'

N1°05'20"E 1263.51'

N1°E 1001.03'

SERVICE STATION

Transmission Line R.O.W.

PORTLAND - SALEM EXPRESSWAY

4+35

4+22

5+10

SCALE: 1" = 100'

N1°05'20"E 1263.51'

N1°E 1001.03'

SERVICE STATION

Transmission Line R.O.W.

PORTLAND-SALEM EXPRESSWAY (PACIFIC HIGHWAY EAST)

SCALE: 1" = 50'

Judgm't
RW 17612

65

100

69.43

(2)

(1)

RA

Deed RW 14449
B. 458 - P. 420

20899

Bd 1613+47.28 P.O.T. =
100.00 P.O.T.

1615

100

174

20897

174

490'

370'

24819

Deed RW 16901
P. 751

487

65

30

(2)

400'

Pole Line Permit
to C.R.A. - See
RW 14272

140'

+00

RA

25123

Deed RW 17210
491-742

(1) 0.20± Ac

5.4± Ac ± Rt

+50

Access Rd

Loc. Acc. at 5+10 to Here

State Access Control E. D. Fish et al
598-724

HOPMERE 1 M.

(3)

Acc. to Fr. Rd. 5+10

State Acc. Control

Co. Access Control

35 Acc. to Co. Rd.

MATCH LINE

Co. Acc. Control

50' +00

65'

45'

Co. Rd. 609

C. & J. Grabenhorst
621-220

+00

L. & D. Huff
627-412
621-616

69° 41' 30"
(Find Blocks & Main Line Sta. Ahead)

50 MPH U.C.

130

+50

1613+47.15

"HR" 10+02

Obliterate

-3.5 %

320' SA

17°

MEDIAN ℄

490'

250'

1°00

N 7 E

5'430 35'00"

-3.5 %

+00.2

140 → +00

Obliterate

29° 4

350' SA

-2.0 %

55 R.

55 R.

100' U.C.

+48.38 =

5 +57.29

"C2"

HR 6+00

+00

FORM S-30 (12-67)

Noted
D W S

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10, 1970

To: Don Stoudenmeyer
PRELIMINARY DESIGN ENGINEER

SUBJECT: Brooks-Hopmere Interchange
I-5 Highway
Marion County
Supplement to letter of
4/2/70

Further study reveals Marion County, through their Council of Governments (COG) and with legislative authority, has enacted a zoning ordinance covering all of the Freeway Interchanges in Marion County, which empowers this governing body to determine land use, access control and road and driveway approach locations within the boundaries of these districts. The above interchange was so controlled by this ordinance in December, 1967. A copy of this ordinance, a print of the immediate area surrounding the interchange showing the nearest points of approved access locations permitted to the four quadrants and a print of the legend sheet explaining various symbols are enclosed.

From the drawing of the enclosed print of the interchange area, prepared by the County, it appears the County has thought the State controlled access on each side of the County Road, for a short distance, in the four quadrants of the interchange. Apparently the State claims access control only to the Portland-Salem Expressway and/or to the end of the Freeway fence corner posts in these four quadrants. I have discussed this situation with Al Tellin, COG, and am advised, under no circumstances will the County permit access closer to the off and on legs than is indicated on the drawing mentioned. Beyond these points shown, the County controls the distance between road approach locations by permit. The only exceptions are those covered under the Grandfathers Clause, i/e those in existance prior to the date the ordinance became effective. This will permit the continued use of those in the northwest quadrant, owned by Humble Oil and Refining Company. However, if the short roadway, paralell to the County Road, and leading to a farm, field, and building beyond northerly, is continued, the land use will be restricted to agricultural only. Since this ordinance control applys to all four quadrants where State was considering some additional access control, the cost of same should be very minimal, if this step is undertaken. The cloud of this zoning ordinance reduces any potential value that might be claimed, for the short distances involved, to a bare minimum.

I have talked to William Knight, Union Oil Company Real Estate Representative, about their undeveloped 1.07± acre site near the southeast quadrant and am advised they can live with this one 60' access control and location point (as shown on a drawing I have scaled in and enclosed) if they have to. This would necessitate a change in their plot plan and would be dependant upon how the immediate area surrounding their

NOTED
FLOYD O. SCOTT
4-14-70

site is developed. Originally, a motel, restaurant, and other service facilities were planned by others to surround their site. They would have enjoyed access through the back side of their lot to the other facilities. The area has not yet developed due to the failure of the Mainline Foods plant operation nearby. Potential developers were depending heavily upon the successful operation of this plant. It may yet be operated successfully in the future as it is now owned by a subsidiary of the U.S. National Bank of Portland. The Union Oil representative thinks the State controls access across a portion of their County Road frontage as it is. If so, that could be the right of way purchased as Parcel 2 under File #20899 back in December 28, 1953. Enclosed is a print of a portion of the County map of this area and containing some notes I have taken from checking deeds and access control In the County Recorders' office.

If the County has had any test cases on the above referred to ordinance, I am not aware of it. I do feel that this ordinance may, in some area, take some of the value from an ownership. On the other hand, this is true of all zoning and is covered under police powers of the governing body. Conversely, zoning can add value, under proper circumstances.

D. A. Terbell
D. A. Terbell
R/W Liaison Agent

DAT/sjs
Enclosure
cc: D. H. Moehring

TL-5897-1-1

Humble Oil & Refining Co.
598/610 (487/751 restricts access to the Freeway
602/~~377~~ 337
I D Zone
49.14 A.
No State Contr'l.

TL 5897
Brooks Land Co.
641/306
97.69 A

I D Zone

This is from a print of the Co. Zoning Ordinance & Access Control at this Inter-change. My printing can be recognized as such.

Co Rd. 609

BROOKS INTERCHANGE

Co Rd 609

→ To Brooks

370'

340'

260'

30'

60'

235'

87.5'

240'

END OF ACCESS CONTROL

TL 5904-2
Union Oil
620/445
9-11-66

Scaled in by Terbell

458/420 for Access Control to the Freeway
& Case # 43604 Marion Co. Circuit Court.

END ACCESS CONTROL

E.D.&J. Fish
598/724

TL 5906
6.95A.
I D Zone

I D Zone

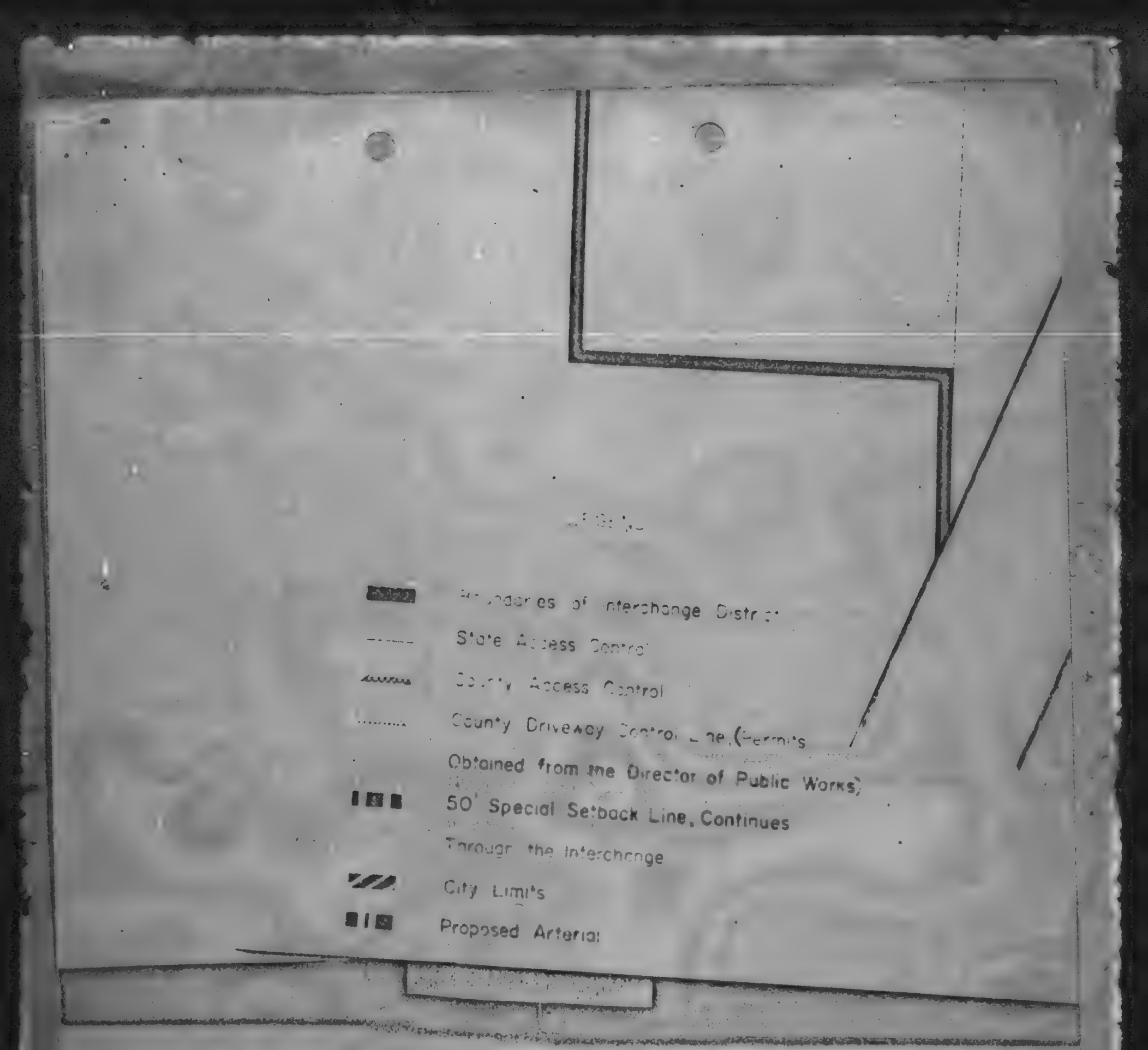
TL 5904
Heltzel Co.
582/826
&
605/168
19.57 A

TL 5902
57H/174
9.793 A

TL 5906-1-2
582/826
6.0 A.

INTERSTATE 5

1" = 200'



Effective since Dec '67.

Sec 11A04. Marion Co. Zoning Ordinance.

3/17/65
Grantor,
Lloyd & Lena M.
Matthews
27. SO I 25

19100. L
4120. I

441/742 3.6 ac ± 5123
Control ac to the Expressway
8/28/56
D. Hembaugh to State.

INTERSTATE

ID
Zone

1.07A 33.100
235'

18.5A
F 5640
MV 55,500.

5904
-ELTZEL CO.
582-820
105-69
19.57 AC

18.26 CH
1205.16'
S0°30'E

Wm Knight
Union Oil Co.
Portland. P.O. Box 76
Ph-224-7600
9:00 A.M.-4/7/70
Call back in 2 days

6.04
552 ± .6
5906-1-1
F 900.
MV 18000.

10.98CH 724.68'

5.49CH 362.34'

N0°30'W 1205.16'
18.26 CH

#2604
Circuit Court, Marion Co. of the
parcels contiguous one to another, whether acquired by separate conveyance or otherwise, any one or more of which parcels adjoins the real property conveyed by this instrument.

-ELTZEL CO
594-174
5906
2.93 AC

F 5,760.
MV 18,100.

18.26 CH
N0°30'W

508'
182'

8.9A
L 3350.

Now United Development Co., a corporation.

-ELTZEL CO
543-295
5026

837.5'

5596
W E FARRAR
502-371
543-484

1"=200'

Map #18-T6-2W

NW COR.
LINUS BROOKS
DLC 64

SE COR.
JJ LEMMONS
DLC 63
3.818A.

"Nothing herein contained shall be construed as attempting to limit access rights of the abutting property owners on the Southwest"

522° 10' W

485/703

5/17/56
Access restriction to the Freeway

487/751

Ck. 692/337

in 24-75-3W
W/ mkd Rd. #21.

49.14A

L. 78650.
I. 44520.

97.69A

L. 216,000.

See Map 17 6s 2W

HIGHWAY

Zoned ID

548.70'

S28° 59' 20" W

Ac Control

340'±
Unlimited Ac

Zone ID

1/4 COR.

M.C.D. 646-770

ID Zone

Yellow 20486 Halligan to State. Restricted Access Control Ac to the Expressway

491/742 Ref # 5123
Control Ac to the Expressway
8/28/56
Offenbaugh to State.

ID Zone

3/17/65

2/11/66

LOT A 38.00

459/420
Circuit Court
#3604

Ac Control to the Freeway and all grantors remain in Road Dedication

12/28/62

Access controlled between subject & the
R/W of the Portland-Salem Expressway; easterly abutting
File #20897 & 20898
State Highway Com'n to
Ralph Adams Jr. & Margaret Adams; $12,500.
on 3/1/56
"Nothing herein contained shall be construed as
attempting to limit access to County Road No. 609
abutting on the Southerly boundary of said property"

L. 7609

SE COR.
JJ LEMMONS
DLC 63
3.818A.

NW COR.
LINUS BROOKS
DLC 64

-485/703

5/17/56
-487/751 Access restriction
to the Freeway

ck.
602,337

in 24-75-3W
on Mbl Rd. #21.

49.14A

L. 72650.
I 44620.

S 22° 40' W

S 58° 30'

5

97.69A

L. 216,000.

See Map 17 6s 2w

3/17/65
Grantor,
Floyd & Lena M.
Matthews
27.50 IRS

"Except rights of access to the Expressway"

19100. L
4120. I

Interchange District

32.74 CH

16.18 CH

1062.86'

16.02 CH 1041.91'

S89°51'W 11.015CH 726.93'

NE COR.
JEAN B PETIT DEL GOBIN
DLC 75

NW COR
LINUS BRO
DLC 64

1345.4'

20.38 CH

N 0° 30' W

20.10 CH N 0° 10' W 1292.5'

L 36900.
I 4520.

340'±

10.94 CH 722.04'

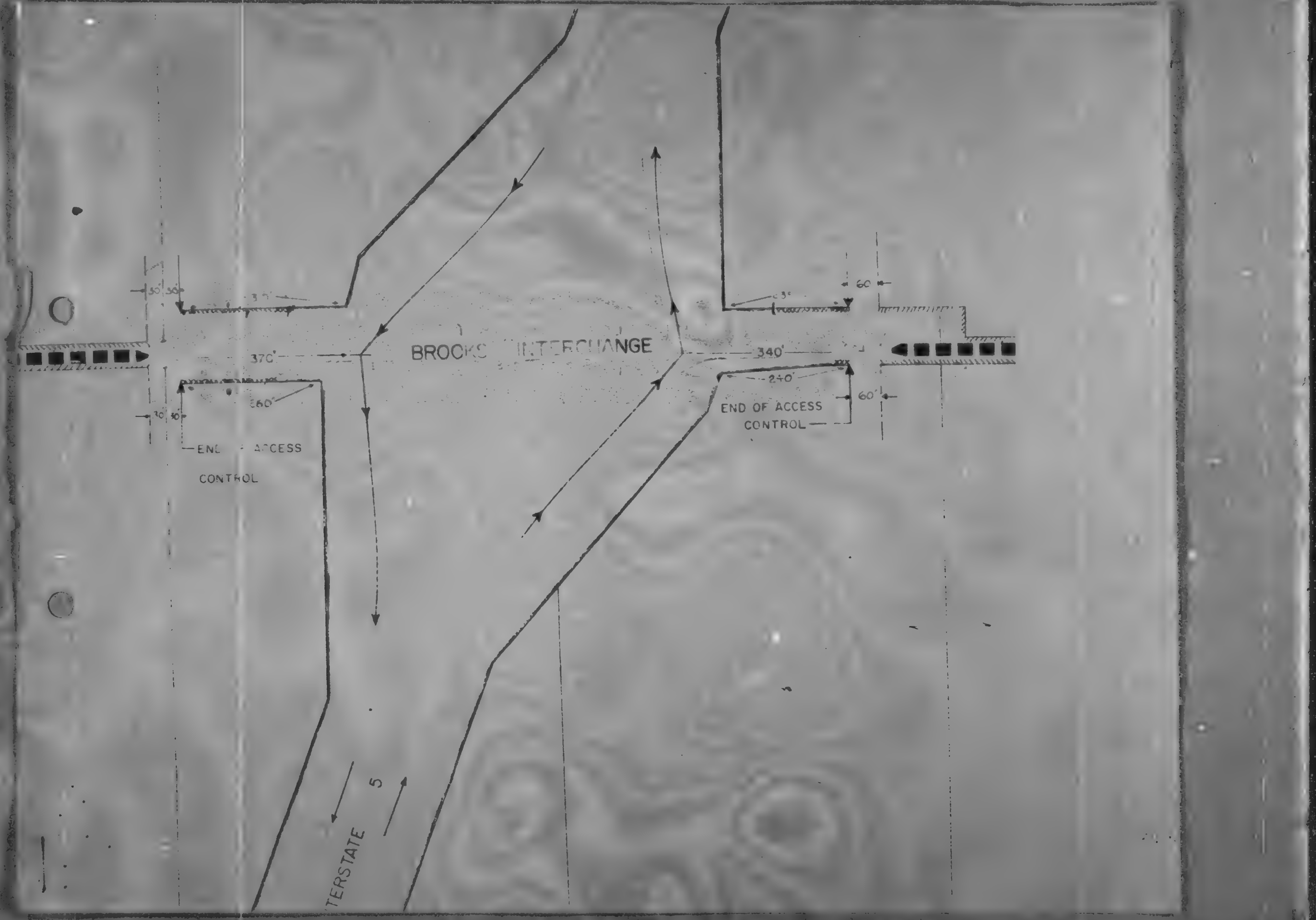
ROAD

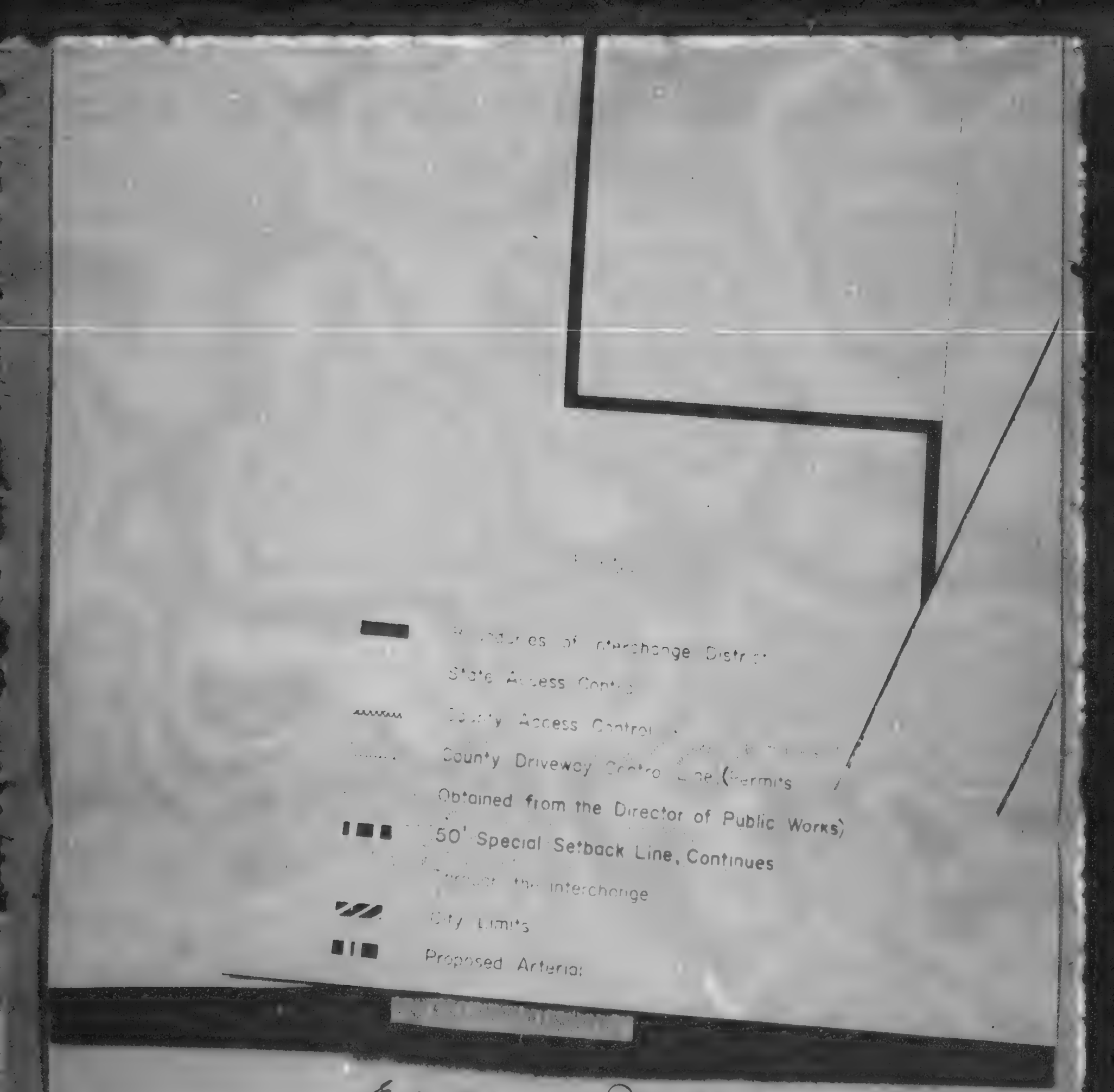
60.0

9.27 CH

3/17/65

N0°30'W 15.30CH 1081.7'
S89°51'W 11.015CH 726.93'
50° 30'E 15.18CH 1001.8'
NE COR.
JEAN B PETIT DEL GOBIN
DLC 75
NW COR.
LINUS BRO
DLC 64
1345.41'
20.385 CH
1262.57'
N 01° 45' 20" E
0 CH
Ck.
622,337


BROOKS INTERCHANGE
370'
340'
240'
60'
END OF ACCESS CONTROL
END OF ACCESS CONTROL
INTERSTATE 5



Effective since Dec '67.

Sec 11A04 - Marion Co. Zoning Ordinance.

CONTH

Boundaries of Interchange Distric

State Access Control

County Access Control

County Driveway Control Line (Permits Obtained from the Director of Public Works)

50' Special Setback Line, Continues Through the Interchange

City Limits

Proposed Arterial

Effective since Dec '61.

Los Altos - Denison Co. Zoning Ordinance.

Section 11.06. LOT AREA. Buildings hereafter erected and used wholly or partly for dwelling purposes in a C-2 District shall comply with the lot area requirements of an R-2, Residential District.

Section 11.07. PARKING SPACE REQUIREMENT. The automobile parking space requirements contained in Section 20.01 shall apply to buildings and uses other than dwellings hereafter erected, established, or altered in a C-2 District, and for dwellings the parking space requirements shall be the same as in the R-2 District.

Section 11.08. LOADING SPACE. In a C-2 District, every commercial building hereafter erected or established, and every commercial building which abuts upon an alley or upon two or more streets hereafter structurally altered, shall have loading space for commercial vehicles as is required by Section 20.02.

Section 11.09. VISION CLEARANCE. Vision clearance for the C-2 District shall be the minimum in this ordinance prescribed for any district for which no specific clearance is fixed.

Ordinance No. 147, adopted by the Marion County Board of Commissioners on December 6, 1967, amends Ordinance No. 24, as amended, to include Section 11A.00, Interchange District.

INTERCHANGE DISTRICT

Section 11A.00. PURPOSE AND INTENT. The purpose and intent of the Interchange District is to provide for the location of needed highway service commercial facilities at the interchanges between the controlled access highways and the intersecting arterial roads, and to encourage the orderly and compatible development of such district to the end that the natural assets and scenic values of the Willamette Valley will not be lost to the traveller, the resident of the county or the owners of the property within the Interchange District, well-landscaped sites and attractive buildings shall be encouraged. In providing for the location of the highway-oriented service firms, it is essential that the principal function of the interchange; the carrying of traffic to and from the freeway in a safe and expeditious manner be preserved. Also, the purpose is to provide safe ingress and egress to the commercial developments through control of access points on the county throughways, arterials, streets and highways servicing the Interchange Districts.

The intent of this Interchange District Ordinance is to promote the health, safety and general welfare of the area and this ordinance is based on the following consideration, among others: The various characteristics of the various areas in the county, the suitability of the areas for particular land uses and improvements, the land uses and improvements in the areas, trends in land improvement, density of development, property values, the needs of economic enterprises in the future development of the areas,

From Section 11A04 - Marion Co. Zoning Ordinance.

Section 11.06. LOT AREA. Buildings hereafter erected and used wholly or partly for dwelling purposes in a C-2 District shall comply with the lot area requirements of an R-2, Residential District.

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Ordinance No. 147, adopted by the Marion County Board of Commissioners on December 6, 1967, amends Ordinance No. 24, as amended, to include Section 11A.00, Interchange District.

INTERCHANGE DISTRICT

Section 11A.00. PURPOSE AND INTENT. The purpose and intent of the Interchange District is to provide for the location of needed highway service commercial facilities at the interchanges between the controlled access highways and the intersecting arterial roads, and to encourage the orderly and compatible development of such district to the end that the natural assets and scenic values of the Willamette Valley will not be lost to the traveller, the resident of the county or the owners of the property within the Interchange District, well-landscaped sites and attractive buildings shall be encouraged. In providing for the location of the highway-oriented service firms, it is essential that the principal function of the interchange; the carrying of traffic to and from the freeway in a safe and expeditious manner be preserved. Also, the purpose is to provide safe ingress and egress to the commercial developments through control of access points on the county throughways, arterials, streets and highways servicing the Interchange Districts.

The intent of this Interchange District Ordinance is to promote the health, safety and general welfare of the area and this ordinance is based on the following consideration, among others: The various characteristics of the various areas in the county, the suitability of the areas for particular land uses and improvements, the land uses and improvements in the

needed access to particular sites in the area, natural resources of the county and prospective needs for development thereof, and the public need for healthful, safe, aesthetic surroundings and conditions.

Section 11A.01. INTERCHANGE DISTRICT. In addition to the other districts now provided for by Marion County Ordinance No. 24, as now or hereafter amended, there is hereby created a new district to be known as the Interchange District (I-D), the boundaries of which are set forth on the Interchange District Plans, hereto attached, marked "Exhibit A through C" and which plans, by this reference, are hereby incorporated into this ordinance as if they were fully set forth herein:

1. Fargo Interchange District Zone Plan
   (Sec. 9 & 10, T. 4 S., R 1 W) (Exhibit A)
2. Woodburn Interchange District Zone Plan
   (Sec. 12, T.5 S., R 2 W) (Exhibit B)
3. Hopmere (Brooks) Interchange District Zone Plan
   (Sec. 17 & 18, T. 6 S., R 2 W) (Exhibit C)

Section 11A.02. USE. Within any Interchange District, no building, structure or premises shall be used, arranged or designed to be used, erected, structurally altered or enlarged, except for one or more of the following uses:

(a) Principal Uses: The principal uses permitted in an Interchange District are:

1. Motels, Motor Hotel, Hotel
2. Travel trailer parks and other temporary lodging for the highway travellers, provided the roads and driveways are paved, that the landscaping provisions set forth in this ordinance will substantially screen the trailer court from the freeway, and the parks meet the provisions of the Oregon Revised Statutes and the Rules and Regulations of the Health Dept. of the State of Oregon;
3. Restaurants, drive-in restaurants and snack-vending machines;
4. Service Stations, provided that any tube and tire repairing and storage of merchandise and supplies are conducted wholly within a building, and that any lubrication or washing not conducted within a building be screened from any adjoining residential district by the erection of a masonry wall, ornamental fence, or compact evergreen hedge not less than two feet or more than six feet in height.

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5. Public garage, including repairing and painting, if all operations are conducted entirely within a completely enclosed building. Where a public garage is located on a lot which does not abut upon an alley and is within fifty (50) feet of a lot in any residential district, the garage wall, which parallels the nearest line of such district, shall have no openings other than stationary windows.

(b) Other Main Uses: The following uses are also permitted in an Interchange District:

1. Agriculture, grazing and timber raising;
2. Ambulance service;
3. Amusement enterprises, when the same are conducted wholly within a completely-enclosed building; including a billiard hall, bowling alley;
4. Art, curio, or antique shop;
5. Appliance store for household goods;
6. Automobile and truck sales, new and used, provided the lot shall be surfaced as provided by Section 11A.02 (c) (18);
7. Automobile rental service, provided that the same is conducted wholly inside of a building or on a lot which shall be surfaced as provided by Section 11A.02 (c) (18);
8. Bakery;
9. Banks;
10. Barbershop;
11. Bar or tavern;
12. Beauty Parlor;
13. Billboards (also see Section 11A.10) (c);
14. Book or stationery store;
15. Bus depot for passenger service;
16. Business and professional offices;
17. Camera supply and service shop;
18. Cigar store, retail sales of tobacco products;
19. Clothes cleaning agency or pressing establishment;
20. Clothing store;
21. Delicatessen store;
22. Department store;
23. Drug store;
24. Drycleaning, self-service using non-flammable solvents;
25. Drygoods store;
26. Farm equipment sales and services, provided that all services and repairs are conducted wholly within an enclosed building and provided that the lot shall be surfaced as provided by Section 11A.02 (c) (18);

5. Public garage, including repairing and painting, if all operations are conducted entirely within a completely enclosed building. Where a public garage is located on a lot which does not abut upon an alley and is within fifty (50) feet of a lot in any residential district, the garage wall, which parallels the nearest line of such district, shall have no openings other than stationary windows.

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22. Department store;
23. Drug store;
24. Drycleaning, self-service using non-flammable solvents;
25. Drygoods store;
26. Farm equipment sales and services, provided that all services and repairs are conducted wholly within an enclosed

27. Fish market limited to retail trade, provided that no rendering or processing is carried on upon the premises;
28. Floral shop, greenhouse, or nursery;
29. Furniture store limited to retail trade;
30. Fur or leather goods store;
31. Gift shop;
32. Golf course, miniature golf courses and golf driving ranges provided adequate provision is made to protect the safety of the motoring public;
33. Grocery, fruit or vegetable store;
34. Gunsmith shop;
35. Hardware store limited to retail trade;
36. Hearing aids, sales and services;
37. Hobby equipment store;
38. Interior decorating store;
39. Jewelry store;
40. Laundry agency, self-service laundry;
41. Locksmith or fix-it shop;
42. Luggage and leather goods shop;
43. Magazine distributing agency;
44. Meat Market;
45. Mobile home and trailer sales, provided the lot shall be surfaced as provided by Section 11A.02 (c) (18);
46. Musical instrument shop;
47. Park or playground;
48. Parking lot, provided the lot shall be developed as provided by Section 20.07, or wholly enclosed within a building;
49. Pet Shop, provided that all operations are conducted entirely within an enclosed building;
50. Photography and portrait studio;
51. Radio, television, phonograph and record stores and repair shops;
52. Sewing machine sales and service;
53. Shoe repair shop;
54. Sporting goods store;
55. Tailor shop and dressmaker;
56. Tire sales and service, provided repairing service is conducted wholly within a building;
57. Trading stamp redemption centers.

(c) Industrial Uses: The following uses may be conducted in an I-D, after Planning Commission review and approval of plans and provided that the uses meet all the requirements of Sections 11A.02 (c) (14) through 11A.02 (c) (21):

27. Fish market limited to retail trade, provided that no rendering or processing is carried on upon the premises;
28. Floral shop, greenhouse, or nursery;
29. Furniture store limited to retail trade;
30. Fur or leather goods store;
31. Gift shop;
32. Golf course, miniature golf courses and golf driving ranges provided adequate provision is made to protect the safety of the motoring public;
33. Grocery, fruit or vegetable store;
34. Gunsmith shop;
35. Hardware store limited to retail trade;
36. Hearing aids, sales and services;
37. Hobby equipment store;
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40. Laundry agency, self-service laundry;
41. Locksmith or fix-it shop;
42. Luggage and leather goods shop;
43. Magazine distributing agency;
44. Meat Market;
45. Mobile home and trailer sales, provided the lot shall be surfaced as provided by Section 11A.02 (c) (18);
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54. Sporting goods store;
55. Tailor shop and dressmaker;
56. Tire sales and service, provided repairing service is conducted wholly within a building;
57. Trading stamp redemption centers.

(c) Industrial Uses: The following uses may be conducted in an I-D, after Planning Commission review and approval of plans and provided that the uses meet all the requirements of Sections 11A.02 (c)

(1) Appliances, Office and Electrical Product Equipment and Manufacturing:

a. Battery manufacture
b. Communications equipment
c. Electrical industrial apparatus
d. Electric lighting and wiring equipment
e. Electric transmission and distribution equipment
f, Electronic components and accessories
g. Household appliances
h. Radio and TV receiving sets

(2) Leather and Leather Products Manufacture:

a. Boot and shoe cut stock and findings
b. Footwear, except rubber
c. Handbags, and other personal leather goods
d. Industrial leather belting and packing
e. Leather gloves and mittens
f. Luggage

(3) Metal Fabricated Products Manufacture:

a. Cutlery, hand tools and general hardware
b. Fabricated metal products
c. Fabricated structural metal products
d. Fabricated wire products

(4) Printing, Publishing and Allied Industries:

a. Books
b. Book-binding and related industries
c. Commercial printing
d. Greeting card manufacturing
e. Manifold business forms manufacturing
f. Newspapers, publishing, printing
g. Periodicals, publishing, printing

(5) Professional, Scientific and Controlling Equipment Manufacturing:

a. Engineering, laboratory and scientific and research instruments and associated equipment.
b. Instruments for measuring, indicating and controlling physical characteristics.
c. Optical equipment, instruments, lenses
d. Surgical, medical and dental instruments and supplies, except pharmaceuticals (see chemicals)
e. Watches, clocks, clockwork-operated devices and parts

(6) Rubber and Allied Products Manufacturing:

a. Fabricated rubber and plastic products
b. Reclaimed rubber products

(1) Appliances, Office and Electrical Product Equipment and Manufacturing:

a. Battery manufacture
b. Communications equipment
c. Electrical industrial apparatus
d. Electric lighting and wiring equipment
e. Electric transmission and distribution equipment
f, Electronic components and accessories
g. Household appliances
h. Radio and TV receiving sets

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a. Engineering, laboratory and scientific and research instruments and associated equipment.
b. Instruments for measuring, indicating and controlling physical characteristics.
c. Optical equipment, instruments, lenses

e. Tire recapping

(7) Textile Products, Manufacture:

a. Broad woven fabric mills, cotton
b. Broad woven fabric mills, man-made fiber and silk
c. Broad woven fabric mills, wool, including dyeing and finishing
d. Dyeing and finishing textiles
e. Floor covering mills
f. Knitting mills, hosiery, outwear, underwear, knit fabrics
g. Narrow fabrics and other small ware mills, cotton, wool, silk, and man-made fibers
h. Yard and thread mills

(8) Textiles and Apparel Manufacture and Fabrication of Textile Products:

a. Wearing apparel, hats and millinery, and fur goods
b. Fabrication of household textile products (sheets, blankets, towels, curtains, etc.)
c. Fabrication of outdoor textile products (tents, awnings, canopies, vehicle tops, seat covers, etc.)

(9) Textiles and Apparel - Other Facilities:

a. Cleaning and dyeing plants
b. Laundry plant
c. Storage of fur and clothing

(10) Tobacco Processing:

a. Cigarettes
b. Cigars
c. Tobacco (chewing, smoking, snuff)

(11) Transportation Equipment, Manufacture and Repair:

a. Aircraft and parts
b. Aircraft and parts dealer, distributor
c. Boat and watercraft building and repair
d. Boat and watercraft sales and service
e. Motor vehicles and motor vehicle equipment
   - Manufacture of special use vehicles (sanitary trucks, vans, etc.)
   - Manufacture of parts and accessories
   - Motor Freight Depots
   - Rental and storage
   - Towing
   - Auto laundries, washing and polishing
f. Motorcycles, bicycles and parts

c. Rubber and plastic footwear

d. Tire and inner tube manufacturing

e. Tire recapping

(7) Textile Products, Manufacture:

a. Broad woven fabric mills, cotton

b. Broad woven fabric mills, man-made fiber and silk

c. Broad woven fabric mills, wool, including dyeing and finishing

d. Dyeing and finishing textiles

e. Floor covering mills

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- Auto laundries, washing and polishing

a. Dwelling for a caretaker or watchman for the premises only

b. Building materials (lumber yard) if enclosed wholly within a building

c. Public utilities

d. Airport terminal facilities

e. Business offices of the firm or operation

f. Fire stations

g. Metal working equipment and machinery manufacturing wholly within a building

h. Trade, vocational school

i. Warehouses

j. Wholesale firms (not open to general public)

(13) Mid Willamette Valley Air Pollution Authority Approval.

When the written approval of the Mid Willamette Valley Air Pollution Authority is first applied for and obtained, the following additional uses shall be permitted in any I-D, to-wit:

a. Chemicals, Fertilizers, Insecticides, Paint and Allied Products Manufacturing:

(1) Agricultural chemicals

(2) Gum and wood chemicals

(3) Industrial inorganic and organic chemicals

(4) Laboratories: Feed and seed, soil testing

(5) Paints, varnishes, lacquers, enamels and allied products

(6) Perfumes, cosmetcis and other toilet preparations

(7) Plastic materials, and synthetic resins, synthetic rubber, synthetic and other man-made fibers, except glass

(8) Soaps, detergents and cleaning preparations

(9) Pharmaceuticals

b. Food, Grain, Feed and Derivative Products Processing:

(1) Canning, drying, freezing, preserving, fruits, vegetables, sea foods

(2) Coffee processing

(3) Confectionery and related products (candy, chocolate, chewing gum)

(4) Beverage industries (beer, wine, liquor, soft drinks, including bottling, flavoring extracts, etc.

(12) Other Uses:

a. Dwelling for a caretaker or watchman for the premises only

b. Building materials (lumber yard) if enclosed wholly within a building

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d. Airport terminal facilities

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(4) Beverage industries (beer, wine, liquor, soft

(5) Dairy products (butter-making, creamery, cheese-making, ice-cream, milk processing)

(6) Frozen food, cold storage locker and plants

(7) Grain mill products (flour, prepared animal feeds, cereals, etc.)

c. Furniture and Fixtures - Manufacturing:

(1) Custom cabinet, carpenter shop

(2) Furniture repair, reupholstery

(3) Household furniture

(4) Office furniture

(5) Partitions, shelves, lockers, office and store fixtures

d. Metal Fabricated Products, Manufacture:

(1) Coating, engraving and allied services

(2) Heating apparatus

(3) Metal cans

(4) Metal plating operations

(5) Plumbing fixtures

(6) Silverware and plated ware

e. Machine Manufacturing: Office, computing, accounting equipment

f. Paper and Allied Products - Assembly: Paperboard containers and boxes

g. Transportation Equipment, Manufacture and Repair: Motor vehicle and equipment painting

(14) HEIGHT. (Industrial Use) In an Interchange District, no building or structure shall exceed forty-five (45) feet.

(15) REAR AND SIDE YARDS. (Industrial Use) There shall be a rear and side yard on every lot in an Interchange District, which rear and side yard shall have a minimum depth of ten (10 feet. The minimum depth shall be increased one (1) foot for each additional foot of building height above ten (10) feet, except a rear or side yard is not required adjacent to a railroad right-of-way, siding or spur track; provided, however, any rear or side yard provided adjacent to a street shall have a minimum depth of twenty (20) feet.

(16) FRONT YARD. (Industrial Use) There shall be a front yard on every lot in an Interchange District, which front yard shall have a minimum dpeth of twenty (20) feet. Any front yard provided adjacent to a street shall not be used for offstreet parking or loading areas, except ingress and egress lanes.

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exclusive of those required to be landscaped, may be used for materials and equipment storage yards or areas provided such yard area is enclosed with an ornamental, sight-obscuring fence, or wall placed at a height of 6' or a hedge planted at 4 feet and capable of obtaining a minimum height of 6'. Provided that in no case shall any fence or hedge be placed in the vision clearance area. (See Section 2.89 and Section 20.06). Any fence, wall or hedge shall be located on the property at the required setback line in the same manner as if said fence or wall were a building.

If any material or equipment projects above the six (6) foot screen, then a screening plan shall be submitted to the Regional Park Department for approval.

The surface of such area shall be surfaced as is required by Section 11A.02 (c) (18).

Any lighting maintained in conjunction with material and equipment storage areas shall be so oriented as to not shine on or reflect into abutting properties or streets.

(18) SURFACING OF OPEN STORAGE AREA AND OUTDOOR SALES AREA. All open storage and outdoor sales area related to the permitted commercial and industrial uses in Section 11A.02 (a) (b) and (c) shall be paved or graveled and maintained at all times in a dust-free condition; except that all automobile and truck parking and loading areas shall be paved, as provided in Section 20.07, Public Parking, Area Development.

(19) BUILDING AND LANDSCAPING MAINTENANCE. (Industrial Use) In order to increase the compatibility and amenities between the uses of the Interchange District and any abutting residential districts, the following provisions shall be observed:

a. All required yard areas and all other yards not used for open storage as provided in Section 11A.02 (c) (17), or paved parking and loading areas, shall be landscaped with evergreen lawns, ground covers, flowers, shrubs and trees, established and maintained in a manner to provide a park-like character to the property. Such landscaped yards, hedges and sight-obscuring planting shall be continuously maintained, free of all weeds, dead and dying plants.

b. All structures, buildings, fences and walls shall be maintained in a neat, clean and attractive condition, and shall be kept free of rust, corrosion, peeling paint or other surface deteriorations.

(20) VEHICLE ACCESS. (Industrial Uses) Access points other than those governed by Section 11A.04 to property from a street shall be located to minimize traffic congestion, and maximum effort shall be made to avoid directing traffic into residential areas. Before a street, other than an arterial, which is a boundary between a residential district and an Interchange District, or a street which is within a residential district, is used for any vehicular access to an Interchange District, such use of those streets must first have been approved by the Planning

(17) OPEN STORAGE YARDS. (Industrial Use) All yard areas, exclusive of those required to be landscaped, may be used for materials and equipment storage yards or areas provided such yard area is enclosed with an ornamental, sight-obscuring fence, or wall placed at a height of 6' or a hedge planted at 4 feet and capable of obtaining a minimum height of 6'. Provided that in no case shall any fence or hedge be placed in the vision clearance area. (See Section 2.89 and Section 20.06). Any fence, wall or hedge shall be located on the property at the required setback line in the same manner as if said fence or wall were a building.

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the greatest number of uses.

All access roads and driveway improvements shall meet uniform standards prepared by the Director of Public Works.

(21) INDUSTRIAL PERFORMANCE STANDARDS. (Industrial Uses) The discharge into the air of solids, liquids or gases in such quantities as to be detrimental to the public health, safety and welfare by causing injury to human, plant or animal life or to property is prohibited in this Interchange District. In an Interchange District, no land or structure permitted under optional business shall be used or occupied unless there is continuing compliance with the following standards:

a. Air Quality Standards:

1. No operation by itself or in combination with other uses shall cause air pollution in this district in excess of the following limits:

   (a) Particle deposition of 15 tons per square mile per month averaged over any 30± two-day period.

   (b) Suspended particulate matter of 150 micrograms per cubic meter of air, averaged over any 24± two-hour period.

   (c) Lime dust (as CaO) as particle deposition of 0.5 tons per square mile in tons per month, averaged over any 30± two-day period.

   (d) Lime dust (as CaO) as suspended particulate matter of 10 micrograms per cubic meter of air, averaged over any 24± two-hour period.

2. No operation in this district, by itself, or in combination with other uses, shall cause air pollution in any adjacent district in excess of the air quality standards for that adjacent district.

3. The maximum discharge from any source within this district shall not exceed the following limits:

   (a) Smoke, as measured on the Ringelmann Smoke Chart and measured at the point of discharge into the air, shall not exceed a density of No. 1 or an equivalent opacity, except that smoke may be emitted for a period of not more than three minutes in any one hour period of a density not darker than No. 2 or an equivalent opacity.

   (b) Particulate matter emission - this section will be established at a later date.

   (c) The emission of odors in such quantities as to be readily perceptible at any point beyond the property line is prohibited.

4. The open burning of refuse and liquid wastes is prohibited in this industrial district.

5. All ambient air measurements shall be made in accordance with procedures adopted by the Oregon State Sanitary Authority or their equivalent. For the purpose of establishing compliance with the standards set out in

Commission as a conditional use. Access roads and access points will be used to the maximum extent possible to serve the greatest number of uses. All access roads and driveway improvements shall meet uniform standards prepared by the Director of Public Works.

(21) INDUSTRIAL PERFORMANCE STANDARDS. (Industrial Uses) The discharge into the air of solids, liquids or gases in such quantities as to be detrimental to the public health, safety and welfare by causing injury to human, plant or animal life or to property is prohibited in this Interchange District. In an Interchange District, no land or structure permitted under optional business shall be used or occupied unless there is continuing compliance with the following standards:

a. Air Quality Standards:

1. No operation by itself or in combination with other uses shall cause air pollution in this district in excess of the following limits:

   (a) Particle deposition of 15 tons per square mile per month averaged over any 30± two-day period.

   (b) Suspended particulate matter of 150 micrograms per cubic meter of air, averaged over any 24± two-hour period.

   (c) Lime dust (as CaO) as particle deposition of 0.5 tons per square mile in tons per month, averaged over any 30± two-day period.

   (d) Lime dust (as CaO) as suspended particulate matter of 10 micrograms per cubic meter of air, averaged over any 24± two-hour period.

2. No operation in this district, by itself, or in combination with other uses, shall cause air pollution in any adjacent district in excess of the air quality standards for that adjacent district.

3. The maximum discharge from any source within this district shall not exceed the following limits:

   (a) Smoke, as measured on the Ringelmann Smoke Chart and measured at the point of discharge into the air, shall not exceed a density of No. 1 or an equivalent opacity, except that smoke may be emitted for a period of not more than three minutes in any one hour period of a density not darker than No. 2 or an equivalent opacity.

   (b) Particulate matter emission - this section will be established at a later date.

   (c) The emission of odors in such quantities as to be readily perceptible at any point beyond the property line is prohibited.

4. The open burning of refuse and liquid wastes is prohibited in this industrial district.

5. All ambient air measurements shall be made in accordance with procedures adopted by the Oregon State Sanitary Authority or their equivalent. For the purpose of establishing compliance with the standards set out in

any point(s) outside of the property line of the suspected air pollution source.

6. Where there may be several sources of air contaminants contributing to a nuisance condition, determination shall be made of the approximate percentage of the discharge orginating from each major source. Maximum use shall be made of sampling procedures to measure the concentration of air contaminants in the nuisance area considering the individual discharges, prevailing winds, and other conditions. Persons responsible for a suspected source of air pollution shall, upon the request of the enforcing official, provide quantitative and qualitative information regarding the discharge that will adequately and accurately describe operating conditions. Each stack or source study shall be conducted in such a manner as to be acceptable to the enforcing official.

b. Noise

1. Noise shall be muffled and shall not be objectionable due to intermittence, beat frequency, or shrillness and shall not exceed the following intensity in relation to sound frequency as adjusted below when applicable.

OCTAVE BAND	MAXIMUM PERMITTED SOUND LEVEL DECIBLES	
Frequency in Cycles per Second	Hours 10 PM to 7 AM	Hours 7 AM to 10 PM
0 to 74	69	74
75 to 149	54	59
150 to 299	47	52
300 to 599	41	46
600 to 1,199	37	42
1,200 to 2,399	34	39
2,400 to 4,799	31	36
4,800 and above	28	33

2. If the noise is not smooth and continuous, the following corrections shall be added to or subtracted from the above items:

TYPE OF OPERATION OR CHARACTER OF NOISE	CORRECTION IN DECIBLES
(a) When in each one hour period, the noise source operates less than a total of (use only one factor):	
12 minutes	Add 5
3 minutes	" 5
20 seconds	" 15

parts 1 and 2 above, these measurements may be made at any point(s) outside of the property line of the suspected air pollution source.

6. Where there may be several sources of air contaminants contributing to a nuisance condition, determination shall be made of the approximate percentage of the discharge orginating from each major source. Maximum use shall be made of sampling procedures to measure the concentration of air contaminants in the nuisance area considering the individual discharges, prevailing winds, and other conditions. Persons responsible for a suspected source of air pollution shall, upon the request of the enforcing official, provide quantitative and qualitative information regarding the discharge that will adequately and accurately describe operating conditions. Each stack or source study shall be conducted in such a manner as to be acceptable to the enforcing official.

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TYPE OF OPERATION OR CHARACTER OF NOISE	CORRECTION IN DECIBLES
(a) When in each one hour period, the noise source operates less than a total of (use only one factor):	
12 minutes	Add 5
3 minutes	" 5
20 seconds	" 15

as hammering, etc.) Less 5

(c) Noise of periodic character (such as humming, screech, etc.) Less 5

3. Noise made by devices which are maintained and utilized solely to serve as warning devices is excluded from these regulations.

4. Noise created by highway vehicles, trains, watercraft, and aircraft is excluded from these regulations.

5. Measurements:

(a) Sound levels shall be measured with a sound level meter and octave band analyzer approved by the Mid Willamette Valley Air Pollution Authority, based on specifications of the American Standards Associations.

(b) Measurements shall be made from at least three points along the property line or along an "R", "C", or "P" District boundary when such boundary is closer to the source than the property line.

(c) Measurements for alleged violations shall be made on at least three non-consecutive days.

c. Sewage:

1. Adequate provisions shall be provided for the disposal of sewage and waste materials and such provisions shall meet the requirements of the health department.

d. Vibration:

1. No vibration other than that caused by highway vehicles and trains shall be permitted which is discernible without instruments at or beyond the property line for the use concerned.

e. Heat and Glare and Light:

1. Except for exterior lighting, operations producing heat or glare shall be conducted entirely within an enclosed building and shall not be discernible at or beyond the property line.

2. Exterior lighting shall be directed away from and not reflect on adjacent properties.

Section 11A.03. CONDITIONAL USES. Mobile Home parks are permitted as a conditional use in the Interchange District in the same manner as for a C-2 Business District, as provided in Ordinance No. 49 (Mobile Home Park Amendment, amending Ordinance No. 24 (Marion County Zoning Ordinance).

Section 11A.04. ACCESS.

(a) Access Control Lines: Access control lines are delineated on the above referenced zone plans for each Interchange District. These access control lines establish the nearest point of access to existing public roads from each property in close proximity to the entrances and exits of the controlled access highway (Interstate 5). The plan specifies

Noted

(b) noise of an impulsive character (such as hammering, etc.) Less 5

(c) Noise of periodic character (such as humming, screech, etc.) Less 5

3. Noise made by devices which are maintained and utilized solely to serve as warning devices is excluded from these regulations.

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width of this first point of access. These provisions shall apply in all cases except in those instances where the State of Oregon, through its Highway Dept. has established access control in which instance the State shall retain sole responsibility for access control.

(b) Driveway Control Lines: Driveway control lines are delineated on the above referenced Interchange District plan, and includes all public rights-of-way not otherwise noted and shall include any public (or private) right-of-way created within the Interchange District after the adoption of the plan and any public (or private) right-of-way now in existence but not shown on the plan within the Interchange District.

A permit shall be obtained from the Marion County Director of Public Works prior to the construction of any connection for vehicular access to a public right-of-way located within an Interchange District. Each driveway except as provided below, shall be located at least 200 feet from centerline to centerline, from any other driveway or street located on the same side of the street, provided that in no case shall this be construed so as to deny access to a property when such property existed under separate ownership as of September 1, 1966. The location of driveways adjacent to a property line, functioning as one point of ingress and egress to both properties, shall be encouraged and in this instance shall be considered as one driveway. The location of such driveways shall be in accordance with guidelines prepared by the Director of Public Works and approved by the Marion County Board of Commissioners, relating to a location, width, alignment and similar factors affecting the safe design of such driveway connections. Such connnections shall be constructed in accordance with the standards of the Department of Public Works.

In those instances where the use proposed for a property in the Interchange District is of such a nature or design to require the location of its driveway access at points other than those enumerated above, the Commission may grant such different location after making the findings set forth in Section 17.01 of Ordinance No. 24, as amended, the Marion County Zoning Ordinance. Such consideration by the Commission may be given without public hearing.

Section 11A.05. ROAD AND DRIVEWAY IMPROVEMENTS. All road and driveway improvements shall meet uniform standards prepared by the Director of Public Works.

both the location and width of this first point of access. These provisions shall apply in all cases except in those instances where the State of Oregon, through its Highway Dept. has established access control in which instance the State shall retain sole responsibility for access control.

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Section 11A.05. ROAD AND DRIVEWAY IMPROVEMENTS. All road and driveway improvements shall

public rights-of-way adjacent to the property line, such walks shall meet the standards of the Director of Public Works. The developers of property within the Interchange District are encouraged to place interior sidewalks to serve the pedestrian movement in the area, especially along those driveways which will serve moderate and large volumes of automobile traffic. The developer shall be encouraged to seek the opinion of the Director of Public Works and Planning Department regarding the placement of walks and any other improvements.

Section 11A.07. UTILITIES. All on-premise utility services shall be installed underground, for the Commercial and Industrial Uses permitted in Section 11A.02 (a) (b) and (c).

Section 11A.08. HEIGHT. No building or structure except signs, hereafter erected or enlarged, shall exceed 3 stories or 45 feet in height, whichever is the lesser.

Section 11A.09. LANDSCAPED YARD AND YARD ADJACENT TO A STREET. There shall be a yard on every lot or parcel adjacent to a street, which yard shall have a minimum depth of three feet and when a special setback line exists, the front yard depth shall be measured from such special setback line; or,

Except a landscaped yard may be located closer to the street line or front lot line than is permitted by this ordinacne or any other ordinance on condition that before any permit pertaining to the development of the property is granted, the owner and any lessee of the premises upon which such landscaped yard is to be located, will first enter into a written agreement to and with the County of Marion that such owner will, and his administrators, executors, heirs, successors, and assigns shall, within 90 days after being requested so to do by the Board of Commissioners of the County of Marion, move or remove from the area between the street line or front lot line and the previously established setback or building line, any such landscaped yard or so much thereof as extends into such area and replace siad yard at his own expense, and that in case such owner shall fail to so move or remove and/or replace such landscaped yard, thatthe County of Marion may doso at the expense of the owner, and that such cost and expanse may be a lien against such land or premises and may be collected or foreclosed in the same manner as liens which are entered in the lien docket of the county. Such agreement shall be signed by the applicant and owner and shall be acknowledged before an officer authorized to take acknowledgements to deeds so as to authorize the same to be of record; and the director of Public Works shall cause such agreement to be recorded at the office of the county officer having custody of the deed records for the county in which the premises affected are located. Notice to relocate any landscaped yard or part thereof, as herein provided, shall not be given or directed by the Board of Commissioner, except when the County of Marion, the State of Oregon, or any division thereof, proceed to widen

Section 11A.06. SIDEWALKS. Sidewalks shall be placed along the public rights-of-way adjacent to the property line, such walks shall meet the standards of the Director of Public Works. The developers of property within the Interchange District are encouraged to place interior sidewalks to serve the pedestrian movement in the area, especially along those driveways which will serve moderate and large volumes of automobile traffic. The developer shall be encouraged to seek the opinion of the Director of Public Works and Planning Department regarding the placement of walks and any other improvements.

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Except a landscaped yard may be located closer to the street line or front lot line than is permitted by this ordinacne or any other ordinance on condition that before any permit pertaining to the development of the property is granted, the owner and any lessee of the premises upon which such landscaped yard is to be located, will first enter into a written agreement to and with the County of Marion that such owner will, and his administrators, executors, heirs, successors, and assigns shall, within 90 days after being requested so to do by the Board of Commissioners of the County of Marion, move or remove from the area between the street line or front lot line and the previously established setback or building line, any such landscaped yard or so much thereof as extends into such area and replace siad yard at his own expense, and that in case such owner shall fail to so move or remove and/or replace such landscaped yard, thatthe County of Marion may doso at the expense of the owner, and that such cost and expanse may be a lien against such land or premises and may be collected or foreclosed in the same manner as liens which are entered in the lien docket of the county. Such agreement shall be signed by the applicant and owner and shall be acknowledged before an officer authorized to take acknowledgements to deeds so as to authorize the same to be of record; and the director of Public Works shall cause such agreement to be recorded at the office of the county officer having custody of the deed records for the county in which the premises affected are located. Notice to relocate any landscaped yard or part thereof, as herein provided, shall not be given or directed by the Board of Commissioner, except when the County

aforesaid agreement may contain a stipulation to the effect. The agreement shall also provide that the owner of the affected premises shall not be entitled to any damages or compensation on account of the removing or relocating said landscaped yard developed under a permit issued under this section, but this provision shall not be construed as denying the owner of such property the right to compensation for any land taken for the widening of any street.

Or, as an alternative to the above removal agreement, the owner of the property may wish to convey the property lying between the street right-of-way and the Special Setback line in which instance the Board of Commissioners of the County of Marion will enter into an agreement to maintain said area until such time as it is more completely developed.

The agreement to maintain said area may include the type, manner frequency and method of maintenance of said area.

(a) Landscaping of properties shall be done as an integral part of the development. Landscaping as applied to the Interchange District means an open area devoted primarily to the planting and maintaing of trees, grass, shrubs and plantings. As complimentary features, fountains, pools, screens, decorative lighting, sculpture and outdoor furnishings may be placed within said area.

(b) Landscaped yard within any Interchange District. There shall be provided a landscaped yard adjacent to every street, at least three feet in depth exclusive of driveways, on every lot upon which a new building is erected or a parking area is established or a lot is newly developed for the outdoor sale or display of merchandise goods or services.

(c) Landscaped yard areas shall be provided for those business firms and activities located on property not abutting a public street in the amount of at least 2% of the gross area of the site.

(d) All landscaping in the Interchange District shall be maintained in a neat and attractive manner. Provision shall be made for the proper irrigation of the plant materials. Minimum irrigation facilities shall consist of a water faucet or hose bib. The landscaped areas adjacent to parking areas shall be so designed and protected with proper bumper guards and other suitable barriers so as to prevent parked vehicles from encroaching thereon.

Section 11A.10. SIDE AND REAR YARDS. Where the side or rear of a lot or parcel abuts upon a lot in any R1 through RA District or C1 District, there shall be a rear or side yard of at least 5 feet; provided however, dwellings in any Interchange District shall maintain the rear yard and the side yard depths as set forth for an R2 zone,

the street in front of the premises affected by the agreement and the aforesaid agreement may contain a stipulation to the effect. The agreement shall also provide that the owner of the affected premises shall not be entitled to any damages or compensation on account of the removing or relocating said landscaped yard developed under a permit issued under this section, but this provision shall not be construed as denying the owner of such property the right to compensation for any land taken for the widening of any street.

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Section 11A.10. SIDE AND REAR YARDS. Where the side or rear of a lot or parcel abuts upon a lot in any R1 through RA District or C1 District, there shall be a rear or side yard of at least 5 feet;

Provided however

wall or hedge 6' in height, except the hedge may be planted with material 2' in height if such material is of the type which will reach a height of at least 6'.

Section 11A.11. SIGNS. Signs shall be permitted as follows:

(a) Each business of firm in the interchange district is permitted the following:

1. One identification sign primarily designed to be read from the freeway. Such sign shall not exceed a maximum height of 45 feet above the grade below the sign. Such sign shall be located on the premises of the business or firm which it advertises or identifies and within 300 feet of the advertised activity.
2. Secondary signs not primarily designed to be read from the freeway. Such signs shall not exceed an aggregate area of 75 square feet nor shall any such sign exceed a maximum height of 24 feet above the grade below the sign. Such signs shall be located on the premises of the business or firm which they advertise or identify and within 300 feet of the advertised activity.

(b) All permitted signs shall conform to the following regulations:

1. No permitted sign shall contain or be illuminted by flashing or intermittent light, nor shall it contain or use any rotary beacon light.
2. No exposed reflective-type bulb, no strobe light, no incandescent lamp, which incandescent lamp exceeds 25 watts, shall be used on the exterior surface of any sign so as to expose the face of the bulb, light or lamp to any public street or roadway; provided, however, a reflective-type bulb may be used, if not exposed to direct view from a public street or roadway, for illumination of the display surface of a sign.
3. No arrow or other directional indicator nor any light or lamp or group of lights or lamps contained in a single unit or multiple units, shall be erected or maintained within view of any public street or roadway, unless such device conforms to one of the three following requirements:
   a. Such device is or was constructed as an integral part of a sign and is not merely attached thereto;
   b. Such device consists of lights or lamps designed and intended to be used solely for the illumination of business establishments or pedestrian or

which rear yard shall be contained by an ornamental sight obscuring fence wall or hedge 6' in height, except the hedge may be planted with material 2' in height if such material is of the type which will reach a height of at least 6'.

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   a. Such device is or was constructed as an integral part of a sign and is not merely attached thereto;
   b. Such device consists of lights or lamps designed

vehicular traffic areas; or

c. Such device is an official traffic sign or signal.

4. Rotation of all or a portion of a sign is permitted; provided, however, that no rotating sign shall be permitted to be illuminated after 10:00 A.M. or before 7:00 A.M. unless the rotation is stopped if any of the property within a radius of 100 feet line sight distance measured from the sign is occupied by a residence, apartment, hospital or home for the aged or convalescent. Rotation of an illuminated sign shall be permitted during the hours between 10:00 P.M. and 7:00 A.M. if all residents and property owners within the prescribed area consent in writing to the erection or maintenance of the sign.

5. No permitted sign shall use or employ side guys of any type, whether rigid or flexible.

(c) Outdoor advertising signs, structures or billboards may be erected and maintained subject to the requirements of ORS. 377.115 through 377.545.

Section 11A.12. LOT AREA. No minimum lot area is required for non-residential uses. Dwellings and other residential uses hereafter enlarged or structurally altered in an Interchange District shall maintain the lot area requirement of an R2, Residential District. (See Section 7.07).

Section 11A.13. PARKING SPACE REQUIREMENT. The automobile parking space requirements contained in Section 20.01, Ordinance No. 24, as amended, shall apply to the Interchange District. A permit for a parking lot is to be obtained from the Director of Public Works prior to the commencing of any construction of a parking lot.

Section 11A.14. LOADING SPACE REQUIREMENT. In an Interchange District, every building shall have loading space for vehicles as is required by Section 20.02 of Ordinance No. 24, as amended.

Section 11A.15. VISION CLEARANCE. Vision clearance for the Interchange District shall be the minimum in this ordinance prescribed for any district for which no specific clearance is fixed. (See Section 2.89 and SEction 20.06).

Section 11A.16. CHANGES AND ADJUSTMENTS. The Planning Commission may consider requests for adjustments and changes to the access control line (the nearest point of access) in the Interchange District when such request has been initiated by petition of the property owner in the same manner as is set forth in Section 19.02 (2) (procedure for considering changes to a specail setback line.)

vehicular traffic areas; or

c. Such device is an official traffic sign or signal.

4. Rotation of all or a portion of a sign is permitted; provided, however, that no rotating sign shall be permitted to be illuminated after 10:00 A.M. or before 7:00 A.M. unless the rotation is stopped if any of the property within a radius of 100 feet line sight distance measured from the sign is occupied by a residence, apartment, hospital or home for the aged or convalescent. Rotation of an illuminated sign shall be permitted during the hours between 10:00 P.M. and 7:00 A.M. if all residents and property owners within the prescribed area consent in writing to the erection or maintenance of the sign.

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The Commission shall consider:

1. The purpose of the interchange and the need for safe and expeditious movement of traffic;
2. The standards for safe stopping and sight distances as published by the American Society of Highway Officials;
3. The property divisions as they existed at the time of the adoption of the ordinance;
4. The terrain and other natural and man-made features affecting the speed, turning movement, need for visability and other factors affecting the safe movement of traffic.

C-3 BUSINESS DISTRICT

Section 12.01 USE.

(a) Within any C-3 Business District no building, structure, or premises shall be used, or arranged or designed to be used, erected, structurally altered, or enlarged, except for one or more of the following uses:

1. Any use permitted in an "R" District, in a C-1 Neighborhood Business District, and in a C-2 District, excepting churches and public or parochial schools, hospitals, and sanatoriums;
2. Ambulance service;
3. Auction house or market, provided no livestock is handled.
4. Automobile service stations, sales area, and repair shops;
5. Automobile trailer camp;
6. Awning, tent, automobile top, or seat cover shop;
7. Beer and liquor wholesale distributing, soft drinks, and other beverages;
8. Blacksmith shop, when totally enclosed;
9. Bookbinding;
10. Bottlers;
11. Building cleaning establishment;
12. Building materials; retail lumber yard;
13. Building wrecking;
14. Carpenter;
15. Cabinet shop if conducted wholly within a building;
16. Carnival, storage or winterquarters, except livestock;
17. Chain manufacturers and distributors;
18. Creamery, buttermaking and milk processing;
19. Cold storage warehouse;

The Commission shall consider:

1. The purpose of the interchange and the need for safe and expeditious movement of traffic;
2. The standards for safe stopping and sight distances as published by the American Society of Highway Officials;
3. The property divisions as they existed at the time of the adoption of the ordinance;
4. The terrain and other natural and man-made features affecting the speed, turning movement, need for visability and other factors affecting the safe movement of traffic.

C-3 BUSINESS DISTRICT

Section 12.01 USE.

(a) Within any C-3 Business District no building, structure, or premises shall be used, or arranged or designed to be used, erected, structurally altered, or enlarged, except for one or more of the following uses:

1. Any use permitted in an "R" District, in a C-1 Neighborhood Business District, and in a C-2 District, excepting churches and public or parochial schools, hospitals, and sanatoriums;
2. Ambulance service;
3. Auction house or market, provided no livestock is handled.
4. Automobile service stations, sales area, and repair shops;
5. Automobile trailer camp;
6. Awning, tent, automobile top, or seat cover shop;
7. Beer and liquor wholesale distributing, soft drinks, and other beverages;
8. Blacksmith shop, when totally enclosed;
9. Bookbinding;
10. Bottlers;
11. Building cleaning establishment;
12. Building materials; retail lumber yard;
13. Building wrecking;
14. Carpenter;
15. Cabinet shop if conducted wholly within a building;
16. Carnival, storage or winterquarters, except livestock;
17. Chain manufacturers and distributors;
18. Creamery, buttermaking and milk processing;
19. Cold storage warehouse;

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MAR 7 - 1972
FOR FILING

78666

March 7, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Sir:

Re: Woodburn Interchange Undercrossing, Bridge 7802A
Brooks (Hopmare Road) Undercrossing, Bridge 7851A
Woodburn Interchange-Hayesville Interchange Section
Pacific Highway, I-5, Marion County

The replacement of the existing structures at Woodburn and Brooks Interchanges with 48-foot wide bridges has been approved by your office. Both locations require that traffic be maintained across the freeway.

We would like to propose an extra 12 feet of permanent structure width which will enable us to build by using stage construction to handle traffic rather than constructing a 24-foot wide detour structure.

The estimated cost of the structures, based on square foot prices and including an allowance for engineering and contingencies, is as follows:

	Woodburn	Brooks
48-foot Roadway	$540,000	$480,000
Detour	100,000	90,000
	$640,000	$570,000
60-foot Roadway	$650,000	$580,000

The total cost of the 60-foot wide structure is about the same as a 48-foot wide structure plus detour. We feel it is a better expenditure of public funds to build a wider permanent structure than a temporary detour that is used only during the construction period. Right-of-way has not been acquired and if any additional will be required for the wider width it would be a minor amount.

Enclosed are two prints each of a preliminary plan and elevation and stage construction proposal for the Woodburn Interchange. The Brooks Interchange would be similar.

This is being submitted to you for your consideration so we can plan the structure layouts. An early reply would be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

Enc.

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart

JMT:dh/ag ja

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MAR 3 - 1972
FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

78666

February 24, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street NE
Salem, Oregon 97301

I-305-5[2]260
File 41461
Woodburn Interchange-
Hayesville Interchange
Pacific Highway
Marion County

Dear Mr. Simpson:

Attached is a copy of a proposed Statement of Intent covering the handling of the acquisition of lands needed from the Chemawa Indian School. The Statement of Intent coincides with the demands of the Interior Department as outlined in Emmet E. Willard's letter dated February 3, 1972. [Willard letter also attached].

The arithmetic for the transaction is as follows:

49.2 acres needed for highway right-of-way, parcels 1, 2, 3 and 4, exhibit A	$113,200
3 parcels of excess to be deeded to the State by the Indian School, parcels 5, 6 and 7, exhibit A	$ 53,600
Amount due Indian School	$166,800
Estimated cost to move Bonneville transmission line plus necessary right-of-way	$206,900
Property to be acquired by the State and deeded to the Indian School from 6 private ownerships, property described in exhibit B, 24.23 acres	$103,200
Total value of Indian School demands	$310,000

NOTED R. E. SIMPSON

In addition, the State would drill a replacement well for the one taken in the 49.2 acres required by the Interstate right-of-way. In comparing the dollar values of the property involved in the exchange, you will find a difference of $143,300 favorable to the Indian School [$310,100-$166,800=$143,300].

In the event the Bonneville transmission line is not moved within the life of the Interstate program, then in lieu of the payment of the move, a payment would be made in the amount of $63,600 [$166,800-$103,200=$63,600]. This would make for an even exchange for the property involved [see statement of intent no. 2 on page 2 of the Statement of Intent].

Would you please review this proposal and give me your comments. Since the Regional Counsel is empowered to negotiate for the property under Section 317 of Title 23, it is important that we are in agreement on the basis of settlement before negotiations are commenced.

Very truly yours,

ORIGINAL SIGNED
D. H. MOEHRING

D. H. Moehring
Right of Way Engineer

DHM:JP
Attachment
cc Tom Edwards
F. B. Klaboe ✓
V. E. Skoog
L. H. Young
M. R. Mitchell

RECEIVED
FEB 25 1972
OFFICE OF
STATE HIGHWAY ENGINEER

File 41461 FAP I-305-5[2]
Woodburn Interchange -
Hayesville Interchange
Pacific Highway

I-305 Interchange
Salem Freeway
Marion County

STATEMENT OF INTENT

THIS STATEMENT OF INTENT, made on this _____ day of _____, 1972, by the STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION, hereinafter called "State" to the UNITED STATES OF AMERICA, Department of Interior, Office of the Bureau of Indian Affairs, Portland, Oregon, hereinafter called "Government";

WITNESSETH:

WHEREAS, State, in connection with the construction of the I-305 [Salem Freeway] Interchange and the six-lane widening of I-5 [Pacific Highway] between Woodburn and Hayesville Interchanges, finds it necessary to acquire that portion of Government's Chemawa Indian School property which is described as Parcels 1, 2, 3 and 4 in Exhibit "A" attached hereto; and

WHEREAS, Government has indicated that said property is also required for the proposed expansion of its Chemawa School facilities; and

WHEREAS, Government has further indicated to State that in the expansion of said facilities it would be willing to utilize other adjoining private property in place of the property needed by State for Highway construction provided that State:

1. Obtain and convey to Government title to the property described in Exhibit "B" attached hereto.

2. Pay for the relocation of the Bonneville Power transmission line located on the easterly side of Government's school property.

3. Pay for the relocation of the well located on the easterly edge of the proposed highway right-of-way.

4. Construct fencing on the new highway right-of-way line adequate to restrain livestock from entering the said right-of-way.

5. Construct effective sound barriers in critical areas where the highway will run adjacent to existing occupied school buildings.

WHEREAS, Government has further indicated that the exchange of property should include Government's property described as Parcels 5, 6 and 7 in said Exhibit "A".

WHEREAS, this Statement of Intent is made for the purpose of facilitating a property exchange between State and Government.

NOW, THEREFORE, the premises being generally as heretofore set forth, State makes the following statements of intent:

1. In exchange for the property described in said Exhibit "A", State will obtain title and convey to Government by bargain and sale deed the property described in said Exhibit "B".

2. State will pay up to the amount of Two Hundred Six Thousand Nine Hundred and No/100 Dollars [$206,900.00] for the right-of-way and relocation of the existing Bonneville transmission line located on Government's property when required by the expansion of the Chemawa Indian School facilities, provided that said expansion of facilities is done while the Interstate program is still in effect. Said transmission lines are to be relocated on new alignment, the right-of-way of which will be acquired by the Bonneville Power Administration. In the event the Government decides not to expand said school facilities or they are not expanded during the time of the Interstate program, thereby not making it necessary to relocate said transmission lines, State agrees to pay Government the sum of Sixty Three Thousand Six Hundred and No/100 Dollars [$63,600.00].

3. State will pay for the relocation of the aforementioned well located on the property being acquired for highway purposes. The replacement well will be drilled and cased with casings and accessories equivalent to those of the existing well; that all work and materials in connection therewith shall conform to the standards of the American Water Works Association and National Water Well Association, "AWWA Standard for Deep Wells"; and that a well log shall be submitted by the State or its contractor to the Bureau of Indian Affairs, Chemawa School. The depth of the well shall extend to the first water-bearing strata yielding a volume test equal to the existing

well, i.e., 1,000 gpm. of water suitable for domestic use, which is anticipated to occur at approximately 100 feet below the ground surface. The water from the replacement well shall be hooked into the existing water system at the main nearest to the new well site, with the State providing the cost of all labor, materials, and equipment such as a surge valve, pressure control, etc., necessary to operate the replacement well as a completely automatic standby water source the same as the existing well.

4. State will construct fencing on the new highway right-of-way line adequate to restrain livestock from entering the said right-of-way.

5. State will construct effective sound barriers in critical areas where the highway will run adjacent to existing occupied school buildings.

6. State will, if determined necessary by the Federal Highway Administration, file an application for the right to build its highway facilities on said Government's property, following the procedure set forth in Section 317 of Title 23 USC and in the Policy and Procedure Memorandum 80-8.

STATE OF OREGON, by and through its
STATE HIGHWAY COMMISSION

By_____
Assistant State Highway Engineer

The State's proposal herein above set forth is approved by:

UNITED STATES OF AMERICA,
Department of Interior

By_____
Area Director of Portland Area of
Bureau of Indian Affairs

DHM:JP

File 41461 FAP I-305-5(2)
Woodburn Interchange - Hayesville
Interchange Section
Pacific Highway

I-305 Interchange
Salem Freeway
Marion County

EXHIBIT "A"

File 41461

PARCEL 1

A parcel of land lying in the S½ of Section 36, Township 6 South, Range 3 West and in the N½ of Section 1, Township 7 South, Range 3 West, W.M., Marion County, Oregon and being a portion of that property described in that deed to the United States of America, recorded in Book 33, Page 184 of Marion County Record of Deeds; the said parcel being that portion of said property included in a strip of land variable in width, lying on each side of the center line of the Pacific Highway, which center line is described as follows:

Beginning at Engineer's center line Station 1775+00, said station being 822.11 feet North and 1407.85 feet West of the East quarter corner of Section 36, Township 6 South, Range 3 West, W.M.; thence South 22° 40' West 826.99 feet to Engineer's center line Station 1783+26.99 Back equals 1783+36.56 Ahead; thence continuing South 22° 40' West 2455.41 feet; thence on a spiral curve left (the long chord of which bears South 21° 36' West) 400 feet; thence on a 3580.99 foot radius curve left (the long chord of which bears South 13° 00' 09" West) 808.03 feet to Engineer's center line Station 1820+00.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Easterly Side of Center Line	Width on Westerly Side of Center line
1776+00		1785+50	260 taper to 530	540
1785+50		1787+00	530 taper to 470	540
1787+00		1792+00	470 taper to 390	540 taper to 460
1792+00		1796+10	390 taper to 375	460 taper to 450
1796+10		1796+85	375 taper to 343	450
1796+85		1798+50	343 taper to 360	450
1798+50		1809+00	360 in a straight line to 240	450 in a straight line to 170
1809+00		1815+00	240 in a straight line to 137	170 in a straight line to 137
1815+00		1820+00	137	137

Bearings are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 34.0 acres, more or less, outside of the existing right of way.

PARCEL 2

A parcel of land lying in the S½ of Section 36, Township 6 South, Range 3

West, W.M., Marion County, Oregon and being a portion of that property described in that deed to the United States of America, recorded in Book 33, Page 184 of Marion County Record of Deeds; the said parcel being that portion of said property lying Westerly of Parcel 1 and included in a strip of land variable in width, lying on each side of the center line of the Southbound lane of the Salem Freeway, which center line is described as follows:

Beginning at Engineer's center line Station "SB" 119+11.48, said station being 619.03 feet South and 2075.86 feet West of the East quarter corner of Section 36, Township 6 South, Range 3 West, W.M.; thence South 26° 50' West 185 feet; thence on a spiral curve right (the long chord of which bears South 29° 20' West) 500 feet; thence on a 1909.86 foot radius curve right (the long chord of which bears South 39° 30' West) 344.44 feet; thence on a spiral curve right (the long chord of which bears South 49° 40' West) 500 feet; thence South 52° 10' West 176.85 feet; thence on a spiral curve left (the long chord of which bears South 49° 40' West) 500 feet; thence on a 1909.86 foot radius curve left (the long chord of which bears South 29° 11' 15" West) 1031.94 feet to Engineer's center line Station "SB" 151+49.71.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Northwesterly Side of Center Line	Width on Southeasterly Side of Center line
"SB"125+96.48	"SB"132+00	250 in a straight line to 170	270
"SB"132+00	"SB"141+17.77	170	270

Bearings are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 4.6 acres, more or less.

PARCEL 3

A parcel of land lying in the S½ of Section 36, Township 6 South, Range 3 West, W.M., Marion County, Oregon and being a portion of that property described in that deed to the United States of America, recorded in Book 33, Page 184 of Marion County Record of Deeds; the said parcel being that portion of said property lying Westerly of the right of way of the Southern Pacific Transportation Company and included in a strip of land variable in width, lying on each side of the center line of N. E. Chemawa Road as said road has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station "N" 6+52.77, said station being 106.60 feet North and 3119.82 feet West of the East quarter corner of Section 36, Township 6 South, Range 3 West, W.M.; thence South 77° 40' 30" East 2847.23 feet to Engineer's center line Station "N" 35+00.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
"N"6+52.77		"N"12+60	130	100
"N"12+60		"N"16+00	130	100 taper to 175
"N"16+00		"N"24+00	130	175 taper to 130
"N"24+00		"N"28+00	130 taper to 80	130 taper to 90
"N"28+00		"N"34+00	80	90

EXCEPT therefrom Parcel 1.

Bearings are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 6.1 acres, more or less, outside of the existing right of way.

PARCEL 4

A parcel of land lying in the S½ of Section 36, Township 6 South, Range 3 West and in the N½ of Section 1, Township 7 South, Range 3 West, W.M., Marion County, Oregon and being a portion of that property described in that deed to the United States of America, recorded in Book 33, Page 184 of Marion County Record of Deeds; the said parcel being that portion of said property included in a strip of land 75 feet in width, lying between lines which are parallel with and 25 feet Easterly and 100 feet Easterly of the center line of the main track of the Oregon Electric Railroad.

EXCEPT therefrom Parcels 1, 2 and 3.

The parcel of land to which this description applies contains 4.5 acres, more or less, outside of the existing right of way.

PARCEL 5

A parcel of land lying in the S½ of Section 36, Township 6 South, Range 3 West, W.M., Marion County, Oregon and being a portion of that property described in that deed to the United States of America, recorded in Book 33, Page 184 of Marion County Record of Deeds; the said parcel being that portion of said property lying Westerly of Parcel 1; Northerly of Parcel 2; Southerly of Parcel 3 and Easterly of Parcel 4.

The parcel of land to which this description applies contains 14.9 acres, more or less.

PARCEL 6

A parcel of land lying in the S½ of Section 36, Township 6 South, Range 3 West and in the N½ of Section 1, Township 7 South, Range 3 West, W.M., Marion County, Oregon and being a portion of that property described in that deed to the United States of America, recorded in Book 33, Page 184 of Marion County Record of Deeds; the said parcel being that portion of said property lying Westerly of Parcel 1; Southerly of Parcel 2 and Easterly of Parcel 4.

The parcel of land to which this description applies contains 2.55 acres, more or less.

PARCEL 7

A parcel of land lying in the SE¼ of Section 36, Township 6 South, Range 3 West, W.M., Marion County, Oregon and being a portion of that property described in that deed to the United States of America, recorded in Book 33, Page 184 of Marion County Record of Deeds; the said parcel being that portion of said property lying Westerly of the right of way of the Southern Pacific Transportation Company; Easterly of the strip of land set forth in Parcel 1 and Northerly of the strip of land set forth in Parcel 3.

The parcel of land to which this description applies contains 5.85 acres, more or less, outside of the existing right of way.

NOTE: Parcels 1, 2, 5, 6 and 7 - Access completely restricted.
Parcel 3 - Access completely restricted except to Chemawa Road West of "N"13+00.
Parcel [illegible] - Access not controlled.

ba/k

File 41461 FAP I-305-5(2)
Woodburn Interchange - Hayesville
Interchange Section
Pacific Highway

I-305 Interchange
Salem Freeway
Marion County

EXHIBIT "B"

File 46833

A parcel of land lying in the Alfred Stanton D.L.C. No. 49, Township 7 South, Range 2 West, W.M., Marion County, Oregon and being that property described in that deed to Ruth Ann Napier and Janet M. Warren, recorded in Book 619, Page 169 of Marion County Record of Deeds; the said parcel being described as follows:

Beginning at the Northwest corner of the Donation Land Claim of A. Stanton and wife being Claim No. 49 in Township 7 South of Range 2 West of the Willamette Meridian in Marion County, Oregon, and from thence running South 3° West 76 links to the Northeast corner of the Donation Land Claim of Janet Pugh; thence South, along the East boundary of said Janet Pugh Donation Land Claim, 6.02 chains; thence South 73° 15' East 13.92 chains to the middle of the Pacific Highway; thence North 37° 09' East along the middle of the Pacific Highway, 2.50 chains; thence North 41° 44' East, along the middle of said Highway, 11.82 chains to the North boundary of said Claim No. 49; thence North 89° 48' West 22.65 chains to the place of beginning.

ALSO beginning on the East line of the Janet Pugh Donation Land Claim No. 50 in Township 7 South, Range 2 West of the Willamette Meridian in Marion County, Oregon, at a point which is 397.32 feet South from the Northeast corner of said Claim; thence South 70° 50' East 908.83 feet to the center of the Pacific Highway; thence North 37° 09' East along the center of said Highway 40.85 feet; thence North 73° 15' West 922.37 feet to the place of beginning.

EXCEPT therefrom that portion lying Southeasterly of a line parallel with and 510 feet Northwesterly of the center line of the relocated Pacific Highway East, which center line is described in that deed to the State of Oregon, by and through its State Highway Commission, by deed recorded in Book 687, Page 152 of Marion County Record of Deeds.

The parcel of land to which this description applies contains 6.9 acres, more or less.

File 46832

A parcel of land lying in the Janet Pugh D.L.C. No. 50, Township 7 South, Range 2 West, W.M., Marion County, Oregon and being a portion of that property

described in that deed to James M. and Genevieve A. Windsor, recorded in Book 561, Page 796 of Marion County Record of Deeds; the said parcel being that portion of said property lying Northerly of a line which is parallel with and 330 feet Southerly of the Northerly line of said property.

The parcel of land to which this description applies contains 1.25 acres, more or less.

File 46831

A parcel of land lying in the Janet Pugh D.L.C. No. 50, Township 7 South, Range 2 West, W.M., Marion County, Oregon and being a portion of that property described in that deed to W. L. and Harriett L. Moen, recorded in Book 673, Page 617 of Marion County Record of Deeds; the said parcel being that portion of said property lying Northerly of a line which is parallel with and 330 feet Southerly of the Northerly line of said property.

The parcel of land to which this description applies contains 1.25 acres, more or less.

File 46830

A parcel of land lying in the Janet Pugh D.L.C. No. 50, Township 7 South, Range 2 West, W.M., Marion County, Oregon and being a portion of that property described in that Contract to Andrew J. and Margaret A. Sovenski and Noble L. and Mary E. Ballew, recorded in Book 608, Page 283 of Marion County Record of Deeds; the said parcel being that portion of said property lying Northerly of a line which is parallel with and 330 feet Southerly of the Northerly line of said property.

The parcel of land to which this description applies contains 3.75 acres, more or less.

File 45974

A parcel of land lying in the William B. Stephens D.L.C. No. 48, Township 6 South, Range 2 West, W.M., Marion County, Oregon; the said parcel being described as follows:

Commencing at a point 14.25 chains East of the Northwest corner of the William B. Stephens D.L.C. in Township 6 and 7 South, Range 2 West of the Willamette Meridian in Marion County, Oregon and running thence South 21.06 chains; thence East 4.75 chains; thence North 21.06 chains; thence West 4.75 chains to place of beginning.

The parcel of land to which this description applies contains 9.82 acres, outside of the existing right of way.

File 46829

A parcel of land lying in the Janet Pugh D.L.C. No. 50, Township 7 South, Range 2 West, W.M., and in the Janet Pugh D.L.C. No. 56, Township 7 South, Range 3 West, W.M., Marion County, Oregon and being a portion of that property described in that deed to Mary Liphart, recorded in Book 93, Page 103 of Marion County Record of Deeds; the said parcel being that portion of said property lying Northerly of a line which is parallel with and 330 feet Southerly of the Northerly line of said property.

The parcel of land to which this description applies contains 1.25 acres, more or less.

ba/ka

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FEB 23 1972
FORM E-30

7866

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

February 22, 1972

2-23-72
Take appropriate action, please

To: F. B. Klaboe
Lloyd P. Shaw
A. E. Johnson
E. S. Hunter
R. L. Schroeder

SUBJECT:

On this date, the Highway Commission issued the following instructions to the staff:

(a) Continue to negotiate with the City of Stanfield and, in the end, hold a public hearing with respect to the Stanfield Bypass.

Schroeder (Ck)

(b) Accept the recommendation of the Bureau of Indian Affairs concerning replacement of lands and relocation of the power line at the Chemawa Indian School. This entails replacement of an agreed amount of land and the removal of the power line from the School property.

Johnson
Klaboe

(c) Oppose the Department of Geology's request for $28,000 to be diverted from the Highway Fund.

Shaw

(d) The staff is not to become involved in the providing of life guards or facilities along the Oregon beach.

Hunter

(e) The Commission approved negotiations with the State of Washington on a 50-50 basis on maintenance of publicly owned bridges crossing the Columbia River throughout the stretch of river common to the two states. Each individual agreement shall be taken to the Commission for approval.

Schroeder (Ck)

(f) Si Cox is to negotiate with Hood River County concerning the inclusion of the Button Bridge in the State Highway System. It is my understanding that this is to be done after the bridge is constructed and the the removal from the County System involves a trade of some frontal roads in West Hood River now maintained by the State.

Tom

Tom Edwards
State Highway Engineer

NOTED
F. B. KLABOE

TE:ms
cc George M. Baldwin
D. H. Moehring
H. S. Cox
Gary Ross
Highway Commission

RECEIVED
FEB 23 1972
FOR FILING
DEPARTMENT OF THE INTERIOR
U.S.D. MARCH 3, 1849

7866

United States Department of the Interior

OFFICE OF THE SECRETARY
PACIFIC NORTHWEST REGION
P.O. Box 3621, Portland, Oregon 97208

February 3, 1972

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. D. H. Moehring
Right-of-Way Engineer

Re: Chemawa Indian School Land

Gentlemen:

On February 12, 1971, you submitted a proposed statement of intent whereby a portion of the Chemawa Indian School land could be acquired for right-of-way for construction of the interstate highway.

Basically, this proposal was that in exchange for the 49.2 acres of Chemawa Indian School land needed for highway right-of-way and three parcels of excess land, the state would acquire for the school 24.23 acres of land, replace a well, and pay up to $108,900 for the relocation of the existing Bonneville transmission line on government land or, in lieu of the relocation of the transmission line, to pay the dollar difference between the values of the above land exchange.

The Bureau of Indian Affairs advises me that they cannot accept that portion of the proposal pertaining to the relocation of the transmission line. Since the small five-acre tract owned by the Woods cannot be acquired, relocation of this line on government land around this tract is not feasible and would result in costs far in excess of the amount provided in your offer. Richard M. Balsiger, Assistant Area Director, advised you by letter of December 20, 1971, that the Bonneville Power Administration had been asked to give an estimate of the cost of relocation of the line north of the school land. A copy of their cost estimate, together with a copy of a section of an aerial photo showing this relocated route is enclosed. It is noted that their estimate of the cost of relocation of $166,900 is less than the cost of relocating around the five-acre tract. Although this relocation

Tom is going to discuss with
Kes Cannon & Thom Simpson

would require the acquisition of 4,450 feet of right-of-way of a width of 125 feet, it will still be less than the cost of relocation solely on government land.

Consequently, the Bureau of Indian Affairs has recommended that the proposal submitted in your letter of November 12, 1971, be amended to provide for the payment of the cost of relocating the transmission line as shown on the aerial photo, including the cost of right-of-way acquisition.

The Bureau has also called to my attention the fact that the proposal should also provide that the Oregon State Highway Department will install fencing along both sides of the new right-of-way boundaries adequate to restrain livestock from entering the said right-of-way.

The provision as to replacement of the existing well should provide that it shall be drilled and cased with casings and accessories equivalent to those of the existing well; that all work and materials in connection therewith shall conform to the standards of the American Water Works Association and National Water Well Association, "AWWA Standard for Deep Wells"; and that a well log shall be submitted by the state or its contractor to the Bureau of Indian Affairs, Chemawa School. The depth of the well shall extend to the first water-bearing strata yielding a volume test equal to the existing well, i.e., 1,000 gpm. of water suitable for domestic use, which is anticipated to occur at approximately 100 feet below the ground surface. The water from the replacement well shall be hooked into the existing water system at the main nearest to the new well site, with the state providing the cost of all labor, materials, and equipment such as a surge valve, pressure control, etc., necessary to operate the replacement well as a completely automatic standby water source the same as the existing well.

The Bureau also recommends that, if possible, effective sound barriers should be provided in critical areas where the highway will run adjacent to existing occupied school buildings.

I would appreciate your consideration of the above proposal and your decision thereon. If you would like to have another meeting with me,

the Bureau of Indian Affairs, and other parties concerned, please advise and such a meeting will be arranged.

Sincerely,

Emmet E. Willard
Field Representative

Enclosure

cc:
Office of the Regional Solicitor
Superintendent, Chemawa Indian School
Portland Area Director, Bureau of
Indian Affairs
Bonneville Power Administration
Attention: John Mulcahy
Federal Highway Administration
Attention: Robert Simpson (with enclosure)

EL

January 19, 1972

Memorandum

To: Richard M. Balsiger, Assistant Area Director
Bureau of Indian Affairs, Lloyd Plaza--Room 400

From: Thomas Kornelis
Acting Chief, Branch of Land - EL

Subject: Santiam-Chemawa 230-kv Line, Relocation Around Chemawa Indian School; Oregon State Highway Department's Proposed Improvement and Interchange

The Bonneville Power Administration has completed its estimate for relocating the subject transmission line as indicated in blue on the copy of the attached aerial photograph. The existing line is shown colored in red and is 1.31 miles long. The relocation is between Towers 116 and 123 of the existing line, and will be 1.23 miles long. Approximately 4, 450 feet of 125-foot wide right-if-way will need to be acquired. The remainder of the right-of-way will be on land owned by the school.

It is estimated the total cost of this relocation will be $206,900. This includes an estimate of $40,000 for right-of-way, and gives credit for the salvage value of the old line. There is a possibility that the right-of-way will cost considerably less than $40,000.

We will be happy to discuss this further with you at your convenience.

Enclosure

cc:
M. Marjerrison - ET
E. Willard - [illegible]
G. Jensen - ETH
Portland Area Engineer - OPE
J. Kuhn - XORS
Official File - ELA-10

TKornelis:mt

123
118
115

November 12, 1971

Mr. James Kuhn
Regional Solicitor
Bureau of Indian Affairs
1002 NE Holladay
Portland, Oregon 97232

File 41461

Dear Mr. Kuhn:

Attached is the "Statement of Intent" covering the exchange of property for the Chemawa Indian School acquisition north of Salem. The arithmetic is as follows:

49.2 acres needed for highway right of way -	$113,200
3 parcels of excess to be deeded to the State by the Indian School -	$ 53,600
	$166,800
Estimated cost to move Bonneville transmission line -	206,900
	$108,900
Property to be acquired by the State and deeded to the Indian School from 6 private ownerships - 24.23 acres -	$103,200
	$212,100

In addition, the State would drill a replacement well for the one taken in the 49.2 acres required by Interstate right-of-way. In adding the dollar values of the property involved in the exchange, you will find a difference of $45,300 favorable to the Indian School [$212,100-$166,900=$45,300].

310,100
166800
(113)300

In the event the Bonneville transmission line is not moved within the life of the Interstate program, then in lieu of the payment of the move a payment would be made in the amount of $63,600 [$108,900-$45,300=$63,600]. This would make for an even exchange for the properties involved.

If you are in agreement with the terms of the "Statement of Intent", would you please have the Area Director sign in the appropriate place and return the "Statement" to me for forwarding to the Federal Highway people. An application under Section 317 of Title 23, U.S.C., will then be made by the Federal Highway Administration.

Very truly yours,

D. H. Moehring
Right of Way Engineer

DHM:JP
Attachments [3]
cc F. B. Klaboe

EXPIRATION DATES

Chemawa Indian School Trade

45974 - Farley	3-9-72
46830 - Ray (Sovenski)	3-23-72
46831 - Moen	3-31-72
46832 - Winsor	3-13-72

NOTED
L. A. CHATWOOD

624-1979

FORM S-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Aug 72
I-5

Salem, Oregon
February 2, 1972

SUBJECT: Aggregate Source
Woodburn Int-Hayesville Sec

To: Vic Wolfe
LOCATION ENGINEER

Attached is a January 31 report from Resident Engineer E. J. Hall pointing out the problems with our negotiating for an adequate material source at the Viesko Pit to do the Woodburn Interchange-Hayesville section.

Mr. Hall also points out that this commercial site, as well as two others, within reasonable haul, have adequate materials. There is also a fourth possibility. It is on Windsor Island and is not presently commercial.

With these four possibilities providing adequate competitive commercial possibilities, we should not be devoting the Highway Division's time or energies to formalizing an agreement for materials source on this project. This would best be left to the contractor.

Unless we are instructed otherwise by your office, we will proceed on that basis.

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

cc Rod Henry
Ed Hall
Jim Chaney
Bill Fretwell

REFERRED TO Frank Hall
BY Location Engineer
Jim Lisked, I guess
Vic

1 Hall
A. Olson
2 Turpin
Scott
3 Swenson
R. Olson
cc

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FEB 10 1972
DESIGN SECTION

Requires Reply ☐
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Receiver Keep ☐
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Bring Up / /
Other

SP 52478-784

FORM S-30 REV 3-63 40007

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31, 1972

REGION 2 ENGINEER
RECEIVED
FEB 1 1972
RE RCE RME RTE ROE
ULE GEO TA FILE

To: Mr. J. B. Boyd
Regional Engineer
EAST SALEM HWY BUILDING

Att: G. W. Wimer

SUBJECT: Aggregate Source
Woodburn - Hayesville Sec.
Pacific Highway
Marion County

The following is submitted in accordance with your request for an analysis and recommendation concerning aggregate sources for the subject project.

A material lease was obtained on the Viesko property and ten exploration holes were dug by dragline. Considerably more overburden was found than had been anticipated.

A map showing the location of the leased area, the location of the test holes and a log of the holes is attached hereto. The churn drill put down a test hole somewhere around test hole #8 and was at 35 feet and still in gravel when they were run out by high water. Drilling has not been resumed.

In my opinion it is questionable if the material required could be obtained without getting into the area marked "Additional", which is getting quite close to the river. An excavation 30 feet or so deep in this area could easily allow the river to break through into the lease area and cause all kinds of problems.

Viesko has additional reserves in the area northeasterly of the leased area but this would require renegotiation and additional testing, even if he would consider leasing this area, which I doubt.

I contacted Dick Vincent of River Bend Sand & Gravel Co., Salem, and he said they definitely had sufficient material to supply 800,000 or so cubic yards of material for this project and that they will be offering all types of materials to contractors on this project. They would plan to work from the McNary pit in Keizer and from the Hill-Roy pit off Turner Road. Mr. Vincent assured me they could supply the required amount without depleting their reserves.

The Viesko gravel and ready-mix plant, now being operated by James J. VanKeulen, is definitely interested in supplying material for this project and could do so either by selling pit run or supplying a crushed or mixed product.

An organization represented by Emerson Page, Salem, has 200± acres on Windsor Island that they are anxious to develope as a material source also.

With at least three commercial sources zoned for gravel removal available to furnish material for this proposed project, I would recommend that the finding of aggregate be left to the commercial vendors.

Aggregate Source
Woodburn - Hayesville Sec.

Assuming the center of the project to be M.P. 2 65, haul distances are as follows:

McNary Pit to M.P. 2 65	=	6.32 miles
Viesko Pit to M.P. 2 65	=	7.40 miles
Windsor Island to M.P. 2 65	=	10.30 miles
Hill-Roy Pit to M.P. 2 65	=	13.15 miles

E. J. Hall
Resident Engineer

Attach.
EJH/dh
cc: file

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

January 13, 1972
Salem, Oregon

I-5

SUBJECT:

To: Mr. Frank Hall
Design Engineer

D I V I S I O N

It has been decided that since the Federal Highway Administration will not participate in four-laning the Woodburn Interchange overcrossing structure, the plans should be revised to two-lanes.

No other funds will be used for four-laning the roadway or the structure at this time.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

cc: F. B. Klaboe
L. H. Young

1 Hall
2 A. Olson
3 Torp'n
Scott
Iverson
R. Olson
Trout

RECEIVED
JAN 14 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

NOTED
L. K. WATSON

Copy to Bridge Region 2

Use 48' structure on existing alignment. asH.

interchange being investigated for possible revision to ramp positioning, etc. asH. 1/18/72

RECEIVED

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

7866 REVISED

Section: Woodburn Interchange-Hayesville Interchange
Highway: Pacific (FAR 46)
County: Marion
Prefix: 624-1979

Res. Engr. E. J. Hall
Approx. Length 13.0± miles
Sta. 1146+64± to Sta. 1844+40±
Date January 13, 1972

Mean Truck A.D.T. 4061
Traffic Coefficient 12.5
18 kip s. a. per day 1,979.5

Annual Precipitation 40"+
Frost Penetration - - - -
CBR Total Requirement 41.0"

(1)

Typical Soil

35 LL
11 PI
100 %P 10
96 %P 200
0 % Gravel
1 % C Sand
3 % F Sand
59 % Silt
37 % Clay
7 R Value
A-6 AASHO Classif.

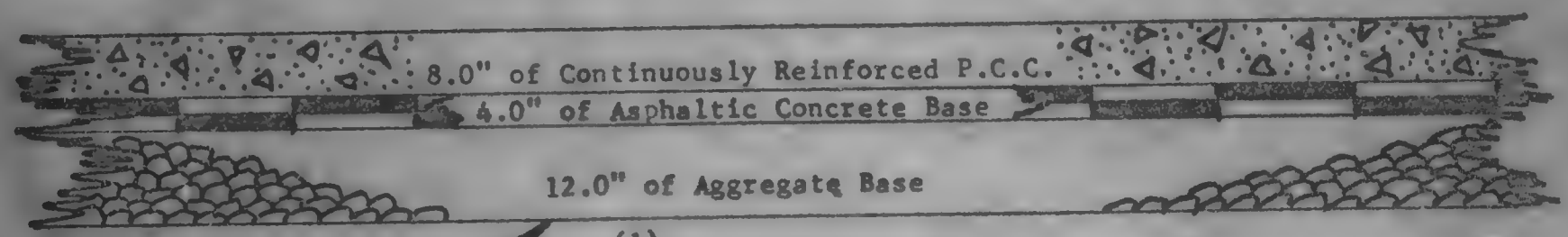
Materials Source:

Various sources are under investigation at this time.

Credit	*Actual Thick.*	*Component*
	8.0	C.R.P.C.C.
	4.0	A.C.B.
	12.0	A.B.
	24.0	
See attached sheets		for computations.

STRUCTURAL SECTION
"NEW WORK"

NOTED
E. B. HUNTER



(1)
Silty Clay

See Page 4 for computations.

-over-

Submitted by E. J. Hall
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by
Location Engineer

Approved by
Asst. State Highway Engineer

F.H.W.A
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer.
Final Design Engineer
Regional Geologist
Inventory & Needs Engineer

STRUCTURAL SECTION
"EXISTING ROADWAY"

Credit	Actual Thick.	Component
	7.0 - 9.0	C.R.P.C.C.
See	Section	

7.0"-9.0" of Continuously Reinforced P.C.C.

IN PLACE 1966

4.0"-7.5" Asphaltic Concrete

14.0"-22.0" Base Material

(1)
Silty Clay

STRUCTURAL SECTION

Credit	Actual Thick.	Component

SECTION: Woodburn Interchange-Hayesville Interchange

HIGHWAY: Pacific (FAR 46)

COUNTY: Marion

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	A.C. Base	*Aggregate Level*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
NEW WORK Mainline	2.0"	18.0"	---	---	40.0"	20.0"
11.0 - 12.0	2.0"	8.0"	---	18.0"	38.0"	28.0"
10.0 - 11.0	2.0"	6.0"	---	18.5"	34.5"	26.5"
9.0 - 10.0	2.0"	6.0"	---	15.5"	31.5"	23.5"
8.0 - 9.0	2.0"	4.0"	---	16.0"	28.0"	22.0"
7.0 - 8.0	2.0"	3.0"	---	14.5"	24.5"	19.5"
6.0 - 7.0	3.0"	---	---	15.5"	21.5"	18.5"
4.8 - 6.0	2.0"	---	---	14.0"	18.0"	16.0"
Cars Only	2.0"	---	---	9.0"	13.0"	11.0"
Detours for Less than One Year	2.0"	4.0"	---	10.0"	----	16.0"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete W.S. &*Base	=	2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	0.8"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

* Does not apply to mainline.

TRAFFIC ANALYSIS

SECTION: Woodburn Interchange-Hayesville Interchange

HIGHWAY: Pacific (FAR 46)

COUNTY: Marion

20,000 Present ADT (19 70)

12.3 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	540	2.3	1242	891	450	400,950
3	310	2.3	713	512	1000	512,000
4	150	2.3	345	248	1250	310,000
5	1450	2.3	3335	2393	3180	7,609,740
6	10	2.3	23	17	2570	43,690
				4061	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 8,876,380

TWENTY YEAR EWL 177,527,600

TRAFFIC COEFFICIENT 12.5

% TADT	AVERAGE ANNUAL DESIGN EWL	TWENTY YEAR EWL	TRAFFIC COEFFICIENT
80	7,101,104	142,022,080	12.1
20	1,775,276	35,505,520	10.3

SECTION Woodburn Interchange-Hayesville Interchange HIGHWAY Pacific (FAR 46)
COUNTY Marion DATE January 13, 1972

Outside Lanes X — Inside Lanes
Load Safety Factor 1.3 — "R" Value 7
Subbase Depth 12.0" — A.C.B. Depth 4.0"
k-Values: Basement 65 — Subbase 140 A.C.B. 250
Compressive Strength 3950
Modulus of Rupture(M.R.) 525 — Total Depth P.C.C. Eff = 9.0"

Credits		
8.0"	C.R.P.C.C.	9.0"
4.0"	A.C.B.	4.0"
12.0"	A.B.	12.0"
———		———
———		———

Axle Load Kips	Axle Load x L.S.F. Kips	Stress P.S.I.	Stress Ratio Stress P.S.I. M.R.	Allowable Repetitions No.	Estimated Repetitions No.	Fatigue Resistance Used %
SINGLE AXLE LOADS						
35	45.5	350	0.67	4,500	172	4
34	44.2	345	0.66	6,000	325	5
32	41.6	330	0.63	14,000	325	2
30	39.0	310	0.59	42,000	200	--
28	36.4	300	0.57	75,000	200	--
26	33.8	285	0.54	180,000	402	--
24	31.2	270	0.51	400,000	2,827	1
22	28.6	---	----	- - - -	19,711	--
20	26.0	---	----	- - - -	- - -	--
18	23.4	---	----	- - - -	- - -	--
TANDEM AXLE LOADS						
50	65.0	320	0.61	24,000	1,279	5
48	62.4	315	0.60	32,000	1,279	4
46	59.8	300	0.57	75,000	2,871	4
44	57.2	290	0.55	130,000	3,801	3
42	54.6	280	0.53	240,000	7,978	3
40	52.0	270	0.51	400,000	8,123	2
38	49.4	255	----	- - - -	- - -	--
36	46.8	---	----	- - - -	- - -	--
34	44.2	---	----	- - - -	- - -	--
32	41.6	---	----	- - - -	- - -	--
30	39.0	---	----	- - - -	- - -	--
28	36.4	---	----	- - - -	- - -	--

Total % Fatigue Used 33

SECTION Woodburn Interchange-Hayesville Interchange HIGHWAY Pacific (FAR 45)
COUNTY Marion DATE January 13, 1972

Axle Load Kips	80% 2 Axle TADT = 713		80% 3 Axle TADT = 410		80% 4 Axle TADT = 198		80% 5 Axle TADT = 1914		80% 6 Axle TADT = 14		Total 20-Year Repetitions
	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	
SINGLE AXLE											
35							0.09	172			172
34							0.17	325			325
32							0.17	325	—	—	325
30							—	—	14.3	200	200
28							—	—	14.3	200	200
26	—	—			—	—	—	—	28.7	402	402
24	1.75	1,248	—	—	3.72	737	0.44	842	—	—	2,827
22	5.91	4,214	3.10	1,271	9.20	1,822	6.28	12,020	27.4	384	19,711
20	40.4	28,805	86.9	35,629	202	39,996	419	801,966	60.4	846	907,242
18	128	91,264	334	136,940	611	120,978	2060	3,942,840	349	4,886	4,296,908
TANDEM AXLE											
50			0.55	226			0.55	1,053			1,279
48			0.55	226			0.55	1,053			1,279
46			—	—			1.50	2,871			2,871
44			1.10	451			1.75	3,350			3,801
42			1.72	705	—	—	3.80	7,273			7,978
40			1.72	705	5.66	1,121	3.29	6,297	—	—	8,123
38			0.62	254	9.09	1,800	22.6	43,256	28.8	403	45,713
36			13.8	5,658	12.1	2,396	78.3	149,866	61.4	860	158,780
34			62.7	25,707	35.4	7,009	262	501,468	62.9	881	535,065
32			136	55,760	145	28,710	576	1,102,464	272	3,808	1,190,742
30			61.7	25,297	164	32,472	292	558,888	462	6,468	623,125
28			61.7	25,297	164	32,472	292	558,888	462	6,468	623,125
26			61.7	25,297	164	32,472	292	558,888	462	6,468	623,125

SECTION: Woodburn Interchange - Hayesville Interchange

HIGHWAY: Pacific (FAR 46)

COUNTY: Marion

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete.
7. Stage Construction: Not applicable.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: See remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

The economic analysis was completed by the Design Engineer and is available through the Design Section.

FORM E-30

1 Hall N
2 T
3 Hall

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FEB 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Record Keep ☐
Other ☐

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

January 7, 1972
Salem, Oregon

I-5

SUBJECT:

To:
Mr. Frank Hall
Design Engineer
B U I L D I N G

[redacted]
Pacific Hwy. - I-5
Bridges Nos. 7797A, 7800A-7803A, 7847A-7855A
Handling of Traffic And Staging of Construction

This memorandum covers the requirements for construction of the structures relative to handling of traffic and staging of construction for subject project.

The two existing interchanges can be kept open at all times.

Stage construction of the Woodburn Interchange structure is possible with the planned bridge width of 84 feet. The north half will be built, the existing structure demolished and then the south half will be built. Total time require is 17 months.

The Brooks Interchange can be kept open by construction of a detour structure to carry Hopmere Rd. traffic, demolition of the existing structure, and the construction of the new structure. Total time required is ten months.

The undercrossing of Chemawa Rd. can be kept open as the proposed structure is on a new alignment. Time required for bridge construction is 8 months.

It is suggested that the contractor be allowed to close the remaining seven crossings in two groups. The closure time for each group would be 8 months. Closing of alternate roads would put Gervais Rd., Keene Rd., Waconda Rd., and Quinaby Rd. in one group and St. Louis Rd., Concomly Rd., and Perkins Rd. in the other group.

A study of the staging of grading, paving and bridge construction will indicate if special completion dates for certain structures or groups of structures is required.

L. L. Wallace

L. L. Wallace
Bridge Design Engineer

LLW/ag
cc: J. M. Tindall
D. O. Christensen

REFERRED TO
Tempin
Design

Date of Contract May 20, 1972

1. Leave Woodburn & Brooks open)

a. Woodburn
1. - Build north half
2. - Remove old structure
3 - Complete const. of new ramps

Time of Completion (17 months)

Nov. 30, 1973

b. Brooks

1. Build detour structure
2. Remove old structure
3. Build new structure
4. Complete ramps

Time of Completion (10 months)

April 30, 1973

2. Leave Chemawa Road open

a. Construct new structure
b. Complete approaches
c. Remove existing structure

Time of Completion (8 months)

February 28, 1973

Close

3. Geneseo, Keene, Waconda, Quinby.

a. Remove old structures

b. Contr. new bridges.

c. Open roads.

Time of Compl. (8 Months)

Feb. 28, 1973

4. Close St. Louis, Concordia, Perkins

a. Remove old structure

b. Constr. new bridges

c. Open Roads

Time of Compl. (8 Months)

Oct. 30, 1973

5. Const. I-305 Existing Structure

a. Start when detours ready

6. RR Structure

7866 Woodburn Int.-Hayesville Int. Sec. of '73
Pac. Hwy. betw. Woodburn & Salem
(Grad., pav., struct., sign., illum.) #1

EA 1494 - 10/14/16

SEE: GPM 16
2-56
SP
Hubbard-Hayes v. Sec.

D

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DEC 21 1971
FOR FILING

2866

Salem, Oregon
December 20, 1971

D. H. Moehring
Right of Way Engineer
Right of Way Section

In connection with John Oakes' request to secure verbal approval of two options being acquired for Chemawa Indian School, on this date, Chairman Jackson approved the Ruth Napier acquisition in the amount of $40,000 and the Liphant acquisition in the amount of $5,000.

R. L. Porter
State Highway Engineer

RLP:fn

cc Tom Edwards
F. E. Klaboe

RECEIVED
DEC 20 1971

Morning

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7866 RECEIVED DEC 10 1971 OFFICE OF STATE HIGHWAY ENGINEER

To: FILE

Salem, Oregon
December 8, 1971

SUBJECT: File 41461-Chemawa Indian School
FAP #I-305-5(2)260
Chemawa Road-Hickory Street
Salem Freeway
Marion County

NOTED
D. H. MORNING

This morning I met with Mr. Ouchi and the Chemawa Indian School Planning Group. Those present represented various school departments and two architectural planners from the Albuquerque office.

For the benefit of those present that were not familiar with the land trade details, Mr. Ouchi and I reviewed the proposal that had been presented by the Highway Division.

copy #91

NOTED
R. B. KLABOE

There was considerable discussion regarding the relocation of the BPA line. I urged the school officials to make a firm decision regarding the power line relocation very soon. I explained that the proposal we had made would expire on December 31, 1971, and that if it was necessary to renegotiate the options it was possible that the entire project might be delayed several months. I further stated that this would not only be inconvenient for the Highway Division, but it would also delay planning of the new Indian School. This was based on the assumption that the new Indian School can not be designed until it has been determined that the Highway Division will move the BPA line.

Mrs. Dix, an architect from Albuquerque then stated that the power line would have to be moved regardless of the Highway Divisions plans. He siad they need 160 acres of unobstructed area for the school and the only alternative was to move the BPA line. I said the Highway Division was under the impression that the line only had to be moved if the highway took the land west of the railroad. There was considerable silence before Mr. Ouchi changed the subject.

I also explained that the proposal made by the Highway Division was based on an estimate for relocating the BPA line of $108,000. Apparently this figure will change substantially and I informed those present that the Highway Division Administration would have to reconsider the entire proposal. I also stated I had no idea what the reaction would be to a substantial increase in the Bonneville estimate.

Mr. Ouchi stated that Mr. Kuhn was in the process of getting a revised estimate from Bonneville and that they would have this very soon. I left the meeting with the understanding that Mr. Ouchi would again contact Mr. Kuhn and expedite their reply to the Highway Division.

12-10-71

ROD J. HENRY
District Right of Way Supervisor

RECEIVED
NOV 15 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

2866

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

November 12, 1971

Mr. James Kuhn
Regional Solicitor
Bureau of Indian Affairs
1002 NE Holladay
Portland, Oregon 97232

File 41461

Dear Mr. Kuhn:

Attached is the "Statement of Intent" covering the exchange of property for the Chemawa Indian School acquisition north of Salem. The arithmetic is as follows:

49.2 acres needed for highway right of way -	$118,200
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	$166,800
Estimated cost to move Bonneville transmission line -	$106,900
Property to be acquired by the State and deeded to the Indian School from 6 private ownerships - 24.23 acres -	$103,200
	$212,100

NOTED
R. A. ELABOR

In addition, the State would drill a replacement well for the one taken in the 49.2 acres required by Interstate right-of-way. In adding the dollar values of the property involved in the exchange, you will find a difference of $45,300 favorable to the Indian School [$212,100-$166,800=$45,300].

Form E-123

In the event the Bonneville transmission line is not moved within the life of the Interstate program, then in lieu of the payment of the move a payment would be made in the amount of $63,600 [$108,900-$45,300=$63,600]. This would make for an even exchange for the properties involved.

If you are in agreement with the terms of the "Statement of Intent", would you please have the Area Director sign in the appropriate place and return the "Statement" to me for forwarding to the Federal Highway people. An application under Section 317 of Title 23, U.S.C., will then be made by the Federal Highway Administration.

Very truly yours,

ORIGINAL SIGNED
D. H. MOEHRING

D. H. Moehring
Right of Way Engineer

DHM:JP
Attachments [3]
cc F. B. Klaboe ✓

RECEIVED
NOV 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 5 - 1971

FORM S-50X—50M—10-68 46025

FOR FILING

7866

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
November 3, 1971

To: Memo to File

SUBJECT: File 41451
Chemawa Indian School

This afternoon, Rod Henry advised that following a discussion he had with Mr. Ouchi, Superintendent of Chemawa Indian School, today, an agreement had been reached on the part of Mr. Ouchi as to the exchange of lands and money for the right-of-way needed from the Indian School for the Interstate route into Salem.

Following my discussion with Henry, I called Jim Kuhn of the Solicitor's office on the telephone to discuss the matter with him. Mr. Kuhn stated that as far as the Solicitor's office was concerned we could make an exchange with the Indian School under the statute which allowed for the exchange of Indian School lands for other lands of like value, or we could process an application under Section 317 of the Highway Act.

I then discussed the matter with Mr. Klaboe, and he asked that I contact Mr. Simpson, Division Engineer of the Federal Highway Administration, and discuss the matter with him. Mr. Simpson advised that we should set down in agreement form the terms of the exchange to be made between the State and the Indian School. This agreement should then be presented to the Federal Highway Administration for their review and determination as to how the matter should be handled.

By a copy of this letter I will ask Mr. Viducich to supervise the preparation of an agreement which will set down the properties to be exchanged in a two-party agreement between the State and the Indian School. The agreement itself will not necessarily bring about a transfer of title to property, but rather will show the terms upon which both parties are agreeable so that the property and money exchange might be made under whatever form is dictated by Federal Highway regulations.

ORIGINAL SIGNED
D. H. MOEHRING

D. H. Moehring
Right of Way Engineer

DHM:JP
cc R. E. Simpson
F. B. Klaboe
Rod J. Henry
A. J. Viducich

RECEIVED
NOV 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7866

FORM S-30 (REV. 10-60)

1 Hall
A. Olson
2 Terpin
3 Scott
Wenson
R. Olson

RECEIVED
NOV 16 1971
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / / /
Other

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 28, 1971

SUBJECT: Recommended Reconstruction
Woodburn Truck Scales
Interstate 5

I-5

To: E. S. Hunter
ASSISTANT STATE
HIGHWAY ENGINEER

The presently proposed reconstruction of I-5 will require the relocation of our present Woodburn truck scales. We have considered the future needs for this facility and have derived two alternate plans for truck scale installations in this area. Both of these proposals provide the capability of converting to electronic dynamic weighing at such time in the future that reliable equipment may become available.

Alternate No. 1 provides for a sorting scale and a static platform scale. The sorting scale is an axle scale over which all trucks would cross at 3 MPH. An accuracy of + 5% is readily obtainable with this type equipment. Experience indicates that approximately 50% of the trucks weighed on the sorting scale would be returned to the freeway and 50% would be directed to the static scale for closer weighings. A test of the efficiency of this scale arrangement has been conducted and indicates that we can increase the present weighing volume by 26%. An added man will be necessary to handle the sorting scale and therefore increases our labor requirement by 33-1/3%.

Alternate No. 2 consists of two platform static scales; one on either side of an enlarged scale house building. This arrangement will increase our present weighing capacity by 100% with an increase in labor of 33-1/3%.

Total construction costs of each alternate is approximately the same.

It is recommended that alternate No. 2 be approved for construction. We do need the added capacity. At present we cannot keep up with the volume of trucks and on the southbound scale trucks are backed up to the freeway travel lanes at some time on almost every shift the scale is open. This forces us to temporarily close this scale as many as 16 to 20 times during a heavy 8 hour shift.

APPROVED Alternate #2
E. S. Hunter
Date 10-29-71

SP 552475-734

Recommended Reconstruction
Woodburn Truck Scales
Interstate 5

October 28, 1971

A plot-plan for each alternate is enclosed. Also a copy of R.P. Hamilton's report containing statistics and test data is attached.

The proposed sites for these scale installations is at station 1049, northbound and station 1050, southbound. This is between Broadacres Road and Crosby Road. There is a frontage road on either side of the freeway but is not, as I understand the present plans, close enough to provide for foot traffic for our weighmasters between the frontage road and the proposed scale houses. It is recommended that the proposed sites, as picked by the Design Section, be altered to provide approximately 2000 lineal ft. separation between the scale houses.

Your approval of the plan and sites proposed is recommended.

Robert N. Bothman
Maintenance Engineer

RNB:rr

attachments

RECEIVED
OCT 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-38 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 22, 1971

To: Mr. R. N. Bothman
Maintenance Engineer

SUBJECT: Reconstruction, Woodburn Truck Scales; Highway I-5

D I V I S I O N

With the forthcoming construction project and the need of reconstructing the subject scales, we have looked further into some of the problems existing with our present facility and how these should be corrected in the reconstruction.

During the past fiscal year we performed 632,700 truck weighings at the 61 station locations throughout the state. Of this total, 118,500 weighings, or 17%, were performed at the two Woodburn locations. The southbound scale had 64,500 weighings and the northbound handled 54,000. The next highest scale was at Ashland with 38,300 weighings; next was Booth Ranch with 30,700.

The heavy volumes at Woodburn cause a frequent backup of traffic. During an 8-hour shift on some days it is necessary to temporarily close the southbound scale 16 to 20 times because truck traffic is backing up to the main-travelled lanes. This situation also takes place at the northbound scale, but at a lesser frequency. Further, any disruption such as may be caused by writing citations, or checking temporary PUC papers, permits, dimensions, etc., requires our operators to flag truck traffic around the by-pass lane while waiting for the scale to clear.

Ideally, an electronic sorting system which would weigh trucks on the move at 25 to 30 MPH and direct suspected overweight units to a platform scale for static weighing would be the answer to our problem. Several states, however, have experimented with such a system and all report difficulties. We can find no state successfully operating such a system. It would appear that as the technology advances and improvements are made, such a system will be practical. For this reason we believe our new design at Woodburn should be such to allow the future introduction of an electronic system.

You have previously reviewed our plans for two different reconstruction designs at Woodburn. Alternate #1 featured an advance manually-operated axle scale intended to weigh units on the move, not exceeding 3 MPH, and direct the suspected overweight to a platform scale for closer weighing. Previous tests indicated that with an accuracy of 5% (which is readily obtainable), approximately 50% of all trucks would be returned to the highway without need of further weighing.

GP 82478-734

RECEIVED
APR 6 - 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

78606

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 2, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Works Administration
477 Cottage Street, N. E.
Salem, Oregon 97310

Attention: Mr. Charles Mathias

File 25955-Stettler
Hayesville-Woodburn
Pacific Highway
Marion County

Project I-5-5(38)260

Dear Sir:

Mr. Mickalonis has submitted supplementary information and explanation to show his reasoning in adapting sales data to subject property. He has further included the sales involved in the recently developed property adjacent south.

A copy of his report is attached. It is believed that subject file should now be fully eligible for participation.

Very truly yours,

D. H. MOEHRING
Right of Way Engineer

MMM:mh

cc: T. Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
M. M. Mitchell

RECEIVED
APR 5 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
APR 5 1971
APPRAISAL SECTION

RECEIVED
MAR 24 1971
FOR FILING
7866

March 23, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N.E.
Salem, Oregon 97308

Re: Chemawa Indian School
Woodburn-Hayesville Section
Pacific Highway
Marion County

Dear Mr. Simpson:

At a meeting called by Mr. L. B. Day of the Department of Interior on March 3, 1971, and attended by personnel from the State's Right of Way Section, the Bureau of Indian Affairs of the Department of Interior, and the Federal Highway Administration, it was agreed that the State would transmit to you descriptions of replacement properties desired by the Indian School. Attached are descriptions of the two private properties involved, along with a map of the lands of the Indian School whereon is shown the location of the properties described.

In order to arrive at an agreement with the Department of Interior covering the items attendant to an application under Section 317 of Title 23, it is necessary for the State to attempt to option the private ownerships described in the attached descriptions. Would you please program the State's attempt to secure options on these two properties.

Appraisals have been made by the State's staff appraiser, and his estimates of the value are as follows:

The Woods property described on Page 638 of Volume 335 - $32,100.

The Farley property described on Page 613 of Volume 474 - $22,500.

This letter is not to be construed as a Section 317 application but rather as a request for your programing of the State's attempt to negotiate the private properties desired by the Indian School as a credit against the property required by the freeway project. Should the State be successful in securing options on the properties involved, we will present them to you for your approval prior to requesting the Highway Commission to exercise the options. A 317 application will not be made to you by the State until an agreement has been reached and entered into with the Department of Interior outlining the terms of a 317 application.

Very truly yours,

R. L. Porter
State Highway Engineer

Attachments

cc: Tom Edwards
F. B. Klaboe
V. D. Wolfe
Ralph Sipprell
D. H. Moehring
R. D. Asburry

DHM:jp ar

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

March 17, 1971

To: Mr. R. L. Porter
State Highway Engineer

BUILDING

SUBJECT: Draft-Letter to R. E. Simpson
Federal Highway Administration
File 41461 -
Chemawa Indian School
Woodburn - Hayesville Section
Pacific Highway
Marion County

Attached is a draft of a letter to Mr. Simpson of the Federal Highway Administration on the Chemawa Indian School matter. You indicated earlier that you would want to discuss this with the Governor's office prior to corresponding with Mr. Simpson regarding any Section 317 application in lieu of direct negotiations with the Indian School.

The attached draft is a request to Mr. Simpson to approve for Federal participation the optioning of two private properties adjacent to Chemawa Road for use as a credit toward the Indian School lands needed for the freeway. If the State is able to acquire these two parcels, I believe we can handle the acquisition under Section 317, as Regional Counsel Rutledge will be handling Department of Transportation negotiations and L. B. Day will be handling Department of Interior negotiations. If these two agencies can reach agreement, there should be no problem concerning the future of the Indian School as such future is concerned by freeway expansion.

D. H. Moehring
Right of Way Engineer

DHM:JP
Attachment

RECEIVED
MAR 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

...State of Oregon,

in consideration of Ten and No/100 - - -

FORM No. 106—DEED—CREATING ESTATE IN ENTIRETY. (Husband or Wife).

VOL 476 PAGE 248

KNOW ALL MEN BY THESE PRESENTS, That I, Harriett B. Farley, formerly Harriett B. Christofferson

of Salem *County of* Marion *State of Oregon,*

in consideration of Ten and No/100 - - -

500392

DEED

Creating Estate in Entirety

(FORM No. 168)

Harriett B. Farley

to

Percy LeRoy Farley

STATE OF OREGON,
County of MARION } ss.

I certify that the within instrument was received for record on the ..... day of JUN 17 1955, 19....., at 12:34 o'clock P. M., and recorded in book 476 on page 613 Record of Deeds of said County.

Witness my hand and seal of County affixed.

..... County Clerk—Recorder.

By ..... Deputy.

STEVENS-NESS LAW PUB. CO., PORTLAND

R. W. Pickell, Atty.
2 on McGilchrist Bldg.,
Salem, Ore

STATE OF OREGON,
County of Marion } ss.

BE IT REMEMBERED, That on this 14th day of June, 19 55, before me, the undersigned, a Notary Public in and for said County and State, personally appeared the within named Harriett B. Farley known to me to be the identical individual described in and who executed the within instrument and acknowledged to me that she executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

..... Notary Public for Oregon.

My Commission expires .....

500392

DEED

Creating Estate in Entirety

(FORM No. 168)

Harriett B. Farley

TO

Percy LeRoy Farley

STATE OF OREGON,
County of MARION } ss.

I certify that the within instrument was received for record on the ..... *day of* JUN 17 1955, *19*....., *at* 12:34 *o'clock* P. *M., and recorded in book* 476 *on page* 613 *Record of Deeds of said County.*

Witness my hand and seal of County affixed.

..... *County Clerk—Recorder.*

By ..... *Deputy.*

STEVENS-NESS LAW PUB. CO., PORTLAND

R. W. Pickell, Atty.
207 McGilchrist Bldg.,
Salem, Ore

VOL. 476 PAGE 613

STATE OF OREGON,
County of Marion } ss.

BE IT REMEMBERED, That on this 14th *day of* June, 19 55, *before me, the undersigned, a Notary Public in and for said County and State, personally appeared the within named* Harriett B. Farley

known to me to be the identical individual described in and who executed the within instrument and acknowledged to me that she executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

Notary Public for Oregon.

My Commission expires .....

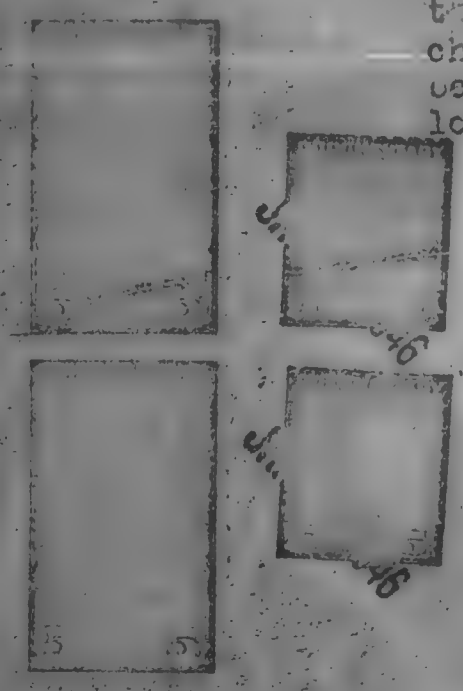
T.L. R.D RC/103 DOLLARS

to.....paid, have bargained and sold and by these presents do bargain, sell and convey unto

Cletus L. Woods and Delphine K. Woods,

his wife, as tenants by the entirety, and unto the survivor of them, and unto such survivor's heirs and assigns the following described premises, to-wit:

Beginning at a point 19.00 chains East of the North-East corner of the William E. Stephens D. L. C. in T. 6 S.R. 2 West of the Willamette Meridian and running thence South 10.53 chains; thence East 4.75 chains; thence North 10.53 chains; thence West 4.75 chains to the place of beginning and containing 5 acres of land more or less situate in Marion County, State of Oregon.



10 45-

TO HAVE AND TO HOLD the said premises, with their appurtenances unto the said.....

Cletus L. Woods and Delphine K. Woods, his wife,

as tenants by the entirety and unto the survivor of them, and unto such survivor's heirs and assigns forever

VOL 335 PAGE 638

This Indenture Witnesseth, That I, Adolf Miller, a single person,

and the surviving husband of Hulda Miller, deceased, for the consideration of the sum of

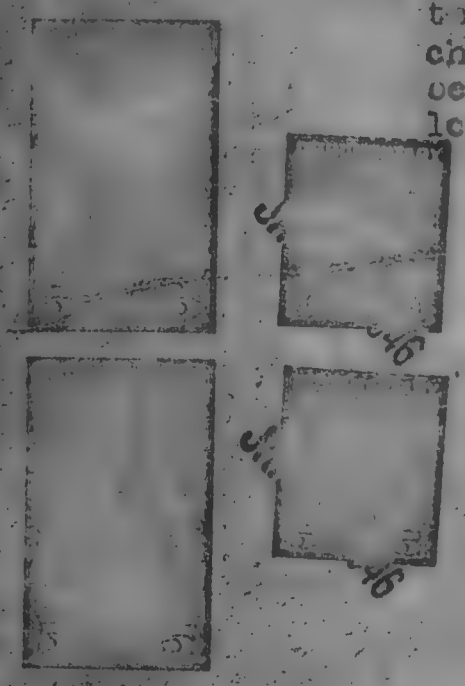
TEN AND NO/100 DOLLARS

to me paid, have bargained and sold and by these presents do bargain, sell and convey unto

Cletus L. Woods and Delphine K. Woods,

his wife, as tenants by the entirety, and unto the survivor of them, and unto such survivor's heirs and assigns the following described premises, to-wit:

Beginning at a point 19.00 chains East of the Northwest corner of the William B. Stephens D. L. C. in T. 6 S.R. 2 West of the Willamette Meridian and running thence South 10.53 chains; thence East 4.75 chains; thence North 10.53 chains; thence West 4.75 chains to the place of beginning and containing 5 acres of land more or less situate in Marion County, State of Oregon.



1045

to and with the said Cletus L. Woods and Delphine L. Woods

his wife, as tenants by the entirety

and unto the survivor of them, and unto such survivor's heirs and assigns that he is

the owner in fee simple of said premises; that they are free from all incumbrances

and that he will warrant and defend the same from all lawful claims whatsoever.

In Witness Whereof, I have hereunto set my hand and seal this 3rd

day of January, 1946.

Done in the presence of:

Ronald C. Glover } Adolf Miller (Seal)

(Seal)

Warranty Deed

TENANCY BY ENTIRETY

FROM

Adolf Miller, a single person and the surviving husband of Hulda Miller, deceased.

TO

Cletus L. Woods and Delphine L. Woods, his wife.

After recording return to

Cletus L. Woods and
Delphine L. Woods, his wife.
Salem, Ore.

STATE OF OREGON, County of MARION } ss.

I certify that the within was received at 9:45 o'clock A. M., on the 3 day of JAN 1946 and duly recorded by me in MARION County Records

Book of Deeds, Vol. 335

Page 638

Wilma Wm. Fenke, County Clerk

By [illegible], Deputy

FROM THE OFFICE OF
RONALD C. GLOVER
ATTORNEY
205 OREGON BUILDING
SALEM, OREGON

293621

STATE OF OREGON, County of Marion } ss.

On this 3rd. day of January, 1946

personally came before me, a Notary Public, in and for said County and State, the within named Adolf Miller, a single person and the surviving husband of Hulda Miller, deceased,

to me personally known to be the identical person described in and who executed the within instrument and who each personally acknowledged to me that he executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and official seal this 3rd day of January, 1946

Ronald C. Glover
Notary Public for Oregon

My Commission expires October 9th, 1946.

VOL. 335 PAGE 638

And the said GRANTORS does hereby covenant to and with the said Cletus I. Woods and Delphine K. Woods, his wife, as tenants by the entirety and unto the survivor of them, and unto such survivor's heirs and assigns that he is the owner in fee simple of said premises; that they are free from all incumbrances

and that he will warrant and defend the same from all lawful claims whatsoever.

In Witness Whereof, I have hereunto set my hand and seal this 3rd day of January, 1946

Done in the presence of:

Ronald C. Glover

Adolf Miller (Seal)

(Seal)

(Seal)

Warranty Deed

TENANCY BY ENTIRETY

FROM

Adolf Miller, a single person, and the surviving husband of Julia Miller, deceased.

TO

Cletus I. Woods and Delphine K. Woods, his wife, as tenants by the entirety

293621

STATE OF OREGON, County of MARION } ss.

I certify that the within was received at 2:45 o'clock P. M., on the 3 day of JAN 1946 and duly recorded by me in MARION County Records Book of Deeds, Vol. 335 Page 638

Herman Wm. Danke County Clerk

By C. Madsen Deputy

FROM THE OFFICE OF
RONALD C. GLOVER
ATTORNEY
205 OREGON BUILDING
SALEM, OREGON

STATE OF OREGON, County of Marion } ss.

On this 3rd day of January, 1946

personally came before me, a Notary Public, in and for said County and State, the within named

Marion County Road

PRIVATE PROPERTY

476-613

335-638

POWER LINE

OLD PACIFIC HIGHWAY

T.6 S. R.2 W.
T.7 S. R.2 W.

PROPERTY LINE

EXPANSION OF EXISTING HIGHWAYS.

CHEMAWA ROAD (PROPOSED)

I 5 OS HIGHWAY

INTERCHANGE ACCESS ROADS

LANDS OF THE

OL AT CHEMAWA, OREGON

T.6S. R.3W.
T.6S. R.2W.

22

PROPERTY LINE

31

Marion County Road

PRIVATE PROPERTY

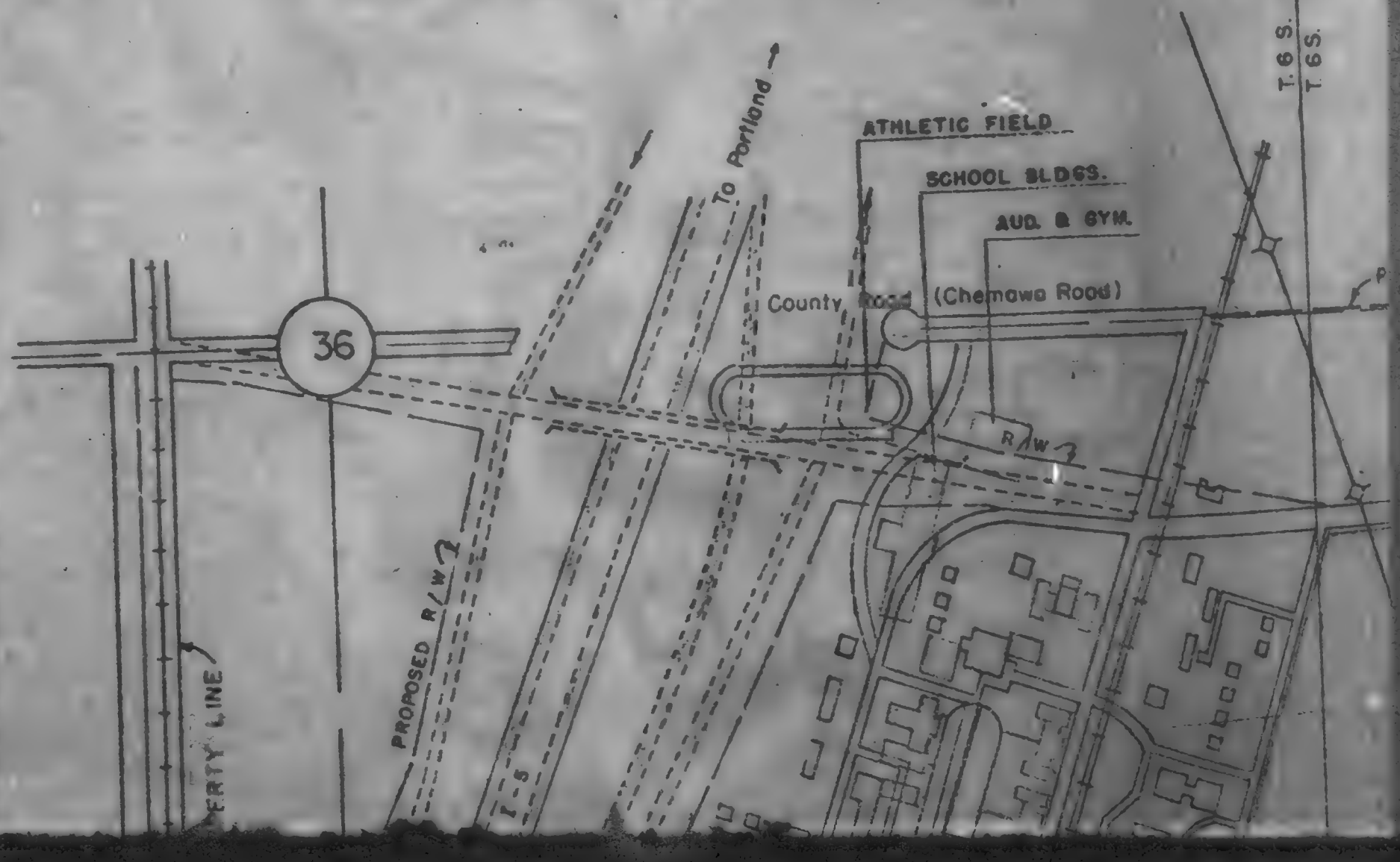
335-638

-613

County Road
S P R R
PROPERTY LINE
PROPOSED R/W
FREEWAY I-5
PROPOSED R/W
WELL
AG & SHOP BLDG.
S P R R
TO I 305
Keizer Rood
To Salem
EXISTING ROADS
PROPOSED ROADS

— THE LANDS OF

U.S. INDIAN SCHOOL AT C



F-D K Harbor 5r

RECEIVED
MAR 10 1971

OREGON STATE HIGHWAY DIVISION

7866

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

March 8, 1971

Mr. Gordon W. Gunderson
Superintendent
Chemawa Indian School
Salem, Oregon 97306

File 41481
Woodburn-Hayesville
Pacific Highway

Dear Gordon:

Following the meeting Friday, I discussed the problem you mentioned concerning the timing of the improvement of Chemawa Road by Marion County with Mr. Klaboe, Assistant State Highway Engineer. Mr. Klaboe handed me the attached correspondence from Commissioner McCarthy of Marion County.

On Page 2 of Mr. McCarthy's letter, Point No. 4, he advises that Marion County would provide a major arterial connection from the freeway to 99E on Chemawa Road. Mr. Klaboe was of the opinion that, although Mr. McCarthy's letter does not mention the exact time of construction for this section of road, it certainly would be advantageous to have the portion from the freeway to a point easterly of the railroad constructed at the same time the Chemawa Road interchange was contracted.

Mr. Klaboe suggested that you discuss this matter with Public Works Director John A. Anderson of Marion County and make known your feelings to him on the matter.

If I can be of any further assistance, please do not hesitate to contact me.

Very truly yours,

ORIGINAL SIGNED
D. H. MOEHRING

D. H. Moehring
Right of Way Engineer

DHM:JP
cc F. B. Klaboe
Rod J. Henry

NOTED
F.B. KLABOE

RECEIVED
MAR 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FEB 24 1971

NOTED
R. L. PORTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

February 22, 1971

7866

SUBJECT: Chemawa Indian School

To: Mr. R. L. Porter
State Highway Engineer

BUILDING

For quite some time I have attempted to get from Jim Kuhn a copy of the letter from the Washington Office of the Department of Interior whereby authority was granted to the local area director to negotiate an exchange with the State of Oregon for lands needed from the Chemawa Indian School. Today I received the letter, a copy of which is attached.

Also attached is a copy of a letter I received from Mr. L. B. Day wherein he has set Friday, March 5, 1971, as the date for the next meeting to discuss the Chemawa Indian School acquisition.

I will keep you advised on the developments on this file.

D. H. Moehring
Right of Way Engineer

DHM:JP
Attachments [2]

RECEIVED
FEB 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. Moehring

United States Department of the Interior

OFFICE OF THE SECRETARY
PACIFIC NORTHWEST REGION
P.O. Box 3621, Portland, Oregon 97208

RECEIVED
FEB 22 1971
RIGHT of WAY

February 19, 1971

Memorandum

To: Messrs. Rutledge, Simpson, Moehring, Gunderson, Balsiger, Marjerrison, Mulcahy, and Neely

From: Field Representative

Subject: Chemawa Indian School Land

At our meeting on November 30, 1970, in which we discussed the request of the Oregon State Highway Department to obtain additional highway right-of-way across Chemawa Indian School land, we parted with the understanding that certain appraisals and reviews would be completed and then another meeting would be called to further discuss the request.

The Bonneville Power Administration has now obtained a current estimate of the cost of moving the transmission line, and I am advised that the State Highway Department has completed appraisals of the land to be acquired for highway use, the isolated tracts that will be excess to its needs, and the fifteen acres of privately owned land east of the present school facilities which would be needed if the school is to be expanded eastward. The Bureau of Indian Affairs has provided me with information showing proposed school expansion plans which it contends will be thwarted if the land to the west of the present facilities is lost. This information has been furnished to Robert Rutledge, who, by letter to me of February 9, 1971, concurs that another meeting now with all agencies would be beneficial.

Therefore, I am calling another meeting for Friday, March 5, 1971, at 10:00 A.M. for further discussions on the state's request for additional right-of-way. The meeting will be held in the conference room, 763 Bonneville Power Building, 1002 N.E. Holladay Street, Portland. This is the same room where we last met. I am hopeful that all agency representatives who were present at the last meeting will be available to attend this meeting.

L. B. Day
Field Representative

United States Department of the Interior

BUREAU OF INDIAN AFFAIRS
WASHINGTON, D.C. 20242

IN REPLY REFER TO:

Division of Property & Supply Management

BUREAU OF INDIAN AFFAIRS
RECEIVED
AUG 10 1970
PORTLAND

Memorandum

AUG 6 - 1970

To: Area Director, Portland Area

From: Commissioner of Indian Affairs

Subject: Request by Oregon State Highway Department for Chemawa School Land

This refers to your memorandum dated May 14, 1970, on the above subject requesting permission to negotiate with the State to replace damaged facilities and exchange of land.

You are hereby authorized to proceed with negotiations in accordance with the proposed arrangments outlined in your memorandum. The exchange of lands can be handled by donation of the Chemawa School lands to the State under the Act of June 4, 1953 (68 Stat. 41; 25 U.S.C. 293a), as amended (76 Stat. 33), and the acceptance by donation of State-owned land under the Act of June 8, 1968 (82 Stat. 171; 25 U.S.C).

The Act of June 4, 1953, as amended, authorizes the Secretary of the Interior to convey to State or local governmental agencies, all right, title, and interest of the United States in any land used for Federal Indian School purposes and no longer used for such purposes, provided that no more than 50 acres of land shall be transferred, that all minerals are reserved in such conveyance, and that the property be used for school or other public purposes. A Federal highway constitutes a public purpose. The Secretary of the Interior may accept donations of property for the advancement of the Indian race under the Act of June 8, 1968 supra.

The exchange of lands, as outlined above, would be proper subject to a determination that the State of Oregon has the authority to donate or exchange State lands for other property and provided that concurrence of the Solicitor's office is obtained.

Harold A. Cox

ASSOCIATE Commissioner

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: January 29, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Design Approval under PPM 20-8

Reference is made to Mr. Young's January 13 letter in which he discusses the above subject as it related to a list of 26 Federal-aid projects. With regard to the first point raised in that letter we concur that a design approval for the construction of a section of highway would include all the elements necessary to complete the improvement even though some may be accomplished later under separate contracts. This remains true, however, only if the elements involved are those normally associated with that type of improvement and the proposed improvement remains essentially the same as that originally approved.

We have examined our records for each of the 26 project sections listed in the above-mentioned letter and concur that either design approval has been given or the project had developed beyond design approval stage prior to the effective date of the current PPM 20-8, and no further action is required except as noted below.

In the North Tigard Interchange - South Tigard Interchange Section the area involving the North Tigard Interchange was excluded from design approval.

In addition major revisions under consideration at the Haines Road Interchange may require additional design approval.

2-2-71
REFERRED TO
BY ASST. STATE HIGHWAY ENGR.

ROUTED
TOM EDWARDS

RECEIVED
FEB 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

7866

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 26, 1970

In reply refer to: 08-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Routing: 1 Barbee, 2 Hall, A. Olson, Sample, Terpin, Swanson, Trout, Wills, Heckleman, [illegible], R. Olson, Carstensen

RECEIVED
MAY 29 1970
DESIGN DIVISION

SUBJECT: Oregon [illegible]5(-)264
Woodburn Interchange
Woodburn Interchange-Hayesville Interchange Section
Interstate 5
Marion County

Your February 2 letter requested design approval for the Woodburn Interchange. The proposed design provided for reconstruction of the interchange with FAI funds to a full diamond configuration in lieu of the two-quadrant partial cloverleaf now existing. Widening or removal and reconstruction of the crossroad structure was also requested.

We were required to forward your request to our Washington office for determination of Interstate participation limits. We have been informed that their analysis indicates left-turn lanes are not required from a capacity viewpoint to accommodate 1975 traffic and the information furnished does not show a need for widening or reconstructing the structure for traffic safety. While they agree that widening the crossroad and structure would aid operations and is generally desirable from the data submitted it cannot be rated as an Interstate fund responsibility. Therefore, Federal-aid Interstate funds are not approved for widening or reconstruction of the structure. We suggest that since the Woodburn-West Woodburn Road is a part of FAS Route 102 that the structure reconstruction could qualify under an FAS project.

Design approval is granted for FAI fund participation in the construction of the full diamond interchange as submitted, except for the structure improvements.

5-29-70
REFERRED TO
Barbee
BY ASST. STATE HWY. ENGR

RECEIVED
MAY 29 1970
BRIDGE ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 2 - 1970
FOR FILING

February 2, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Woodburn Interchange, Woodburn Interchange-Hayesville Interchange Section, Pacific Highway, Marion County

Attached is a preliminary layout sheet on this interchange. It has been revised to carry a left-turn refuge on the structure and to provide six lanes on the freeway. Notice of a hearing was offered but none was requested.

On the sheet you will notice the wording, "existing structure to be removed or widened". At present, the vertical curve on this overcrossing is 30-mile-per-hour state standard. The columns permit three or four feet of left clearance on the freeway. Vertical clearance is less than 17 feet and a widening job will have joints in travel lanes.

Your approval of the design is requested and, further, that we be permitted to remove and rebuild the crossing structure.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
D. J. Barbee

DNS:jp srb

Attachment

FORM S-20 5M 8-62 SP 6470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 12, 1966

B/up. 3-30 3-15 fic

SUBJECT: Woodburn Street Improvement

To:

Mr. F. D. Morgan
Construction Engineer
O F F I C E

L

The estimated cost for widening and curbs for that portion of Oregon 214 between the I-5 interchange and Settlemeier Avenue (Boones Ferry Road) in Woodburn is $300,000 as follows:

	Outside C.L. Woodburn		Inside C.L. Woodburn	
Length, miles	0.2		0.8	
Grade and Pave	$70,000		$200,000	
Right of Way	- - - -		30,000	
Est. Const. Cost	$70,000	+	$230,000	= $300,000

The estimate is based upon an ultimate 48-foot street. No additional right of way will be required with the exception of some realignment necessary to alleviate sharp reversing curvature within the segment.

Because of the circuitous nature of the facility, it was felt that consideration be given to the possibility of providing a more direct route through Woodburn. A suggested plan utilizing a couplet pattern is shown as a dashed line on the attached map. Estimated cost to place a plan such as this into operation is $830,000 as follows:

	I-5 to Settlemeier Ave.		Settlemeier Ave. to US 99E	
Length, miles	1.1		1.0	
Grade and Pave	$300,000		$330,000	
Right of Way	120,000		80,000	
Est. Const. Cost	$420,000	+	$410,000	= $830,000

NOTED
F. B. KLABOE

This proposal would involve the introduction of a 48-foot street from the I-5 interchange to the couplet and a 44-foot street on each leg of the couplet; 1964 traffic volumes vary from a low of 2,400 ADT at the I-5 interchange to a high of 5,300 ADT in the downtown core. With the growth that Woodburn is apparently experiencing, the couplet plan seems to be inevitable.

W. H. Tebeau

W. H. Tebeau
Preliminary Studies Engineer

WHT:fp
Attach.

OCT 29 1970

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
October 28, 1970

To: Mr. R. L. Porter
State Highway Engineer

SUBJECT: File 41461 -
Chemawa Indian School
Chemawa Road Interchange
Pacific Highway
Marion County

BUILDING

Attached is a memo concerning a telephone conversation I had with James Kuhn this afternoon.

Jim is in a rather different and unique position in that the Regional Solicitor apparently is the watchdog for Interior Department affairs in this area, and the Solicitor's office will be looking at what is right for the US rather than what is right for the Bureau of Indian Affairs. What is right for the US, I was told, also includes the Department of Transportation as well as the Department of Interior; therefore, our homework will need to be done to the complete satisfaction of all Federal agencies concerned, and agreement between the State and the local Chemawa Indian School people may not be the entire answer.

We are arranging the programing with the Federal Highway Administration for the acquisition of the Indian School property, and Rod Henry will get the appraisal background in order. No application will be made with the Federal Highway Administration to undertake negotiations under Section 317 of Title 23, the normal method of acquiring Federal lands for State highways.

D. H. Moehring
Right of Way Engineer

DHM:JP
Attachment

RECEIVED
OCT 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BP 502478-734

FORM S-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

October 28, 1970

To: Memo to File

SUBJECT: File 41461 -
Chemawa Indian School
Chemawa Road Interchange
Pacific Highway
Marion County

This afternoon I called James Kuhn, Regional Solicitor for the Department of Interior, to discuss with him a memo he sent to the Area Director, Dale Baldwin, Bureau of Indian Affairs, dated October 5, 1970.

In Mr. Kuhn's letter he advised Mr. Baldwin that the Commissioner of Indian Affairs, by memorandum dated August 6, 1970, had authorized the Area Office to negotiate an exchange of land between the State and the Bureau of Indian Affairs based upon authority contained in 25 US Code, Articles 293a and 451. I asked Mr. Kuhn if this meant that the local Area Director of the Bureau of Indian Affairs was authorized to execute a deed for the land which we require for the widened freeway through the Chemawa Indian School holdings. He was not certain, but he felt that this was the case and will check into it and call me to confirm how much authority has been given to the Area Office.

Mr. Kuhn went on to state that in his position as the Regional Solicitor for the Department of Interior he was in the position of being a watchdog for US lands, in particular, Department of Interior lands which, in the case at hand, was dual purpose property in that the use of the Chemawa Indian School lands was being made by both the Bureau of Indian Affairs and Bonneville Power Administration. With this in mind, the Regional Solicitor's first consideration had to be what was right for the US Government rather than what was right for the Chemawa Indian School, This rather complicates the matter in that the State might be able to work out a perfectly satisfactory agreement with the Chemawa Indian School people in the way of an exchange of property only to find the arrangement to be turned down by the Regional Solicitor as not being in the best interest of the USA.

GPO 924779-794

Mr. Kuhn will check into the matter of the memorandum of August 6, 1970, authorizing the Area Office to negotiate with the State and will contact me again.

Mr. Kuhn was agreeable to meeting with State Highway people to further discuss the matter the latter part of next week. I believe such a meeting should be attended by someone from Highway Administration, probably someone from the Federal Highway Administration, perhaps Tony Viducich of this office, and myself.

D. H. Moehring
Right of Way Engineer

DHM:JP
cc R. L. Porter

TOM McCALL
GOVERNOR

JOHN M. FULTON
Director

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

October 26, 1970

TO: Kess Cannon, Assistant to the Governor
Natural Resources

FROM: John Fulton

CHEMAWA SCHOOL LAND

Dear Kess:

I touched base with Fred Klaboe late Thursday afternoon. This morning I was able to get together with Rod Porter and Fred.

Rod understands the situation and they'll undertake to handle this here, avoiding the suggestion from the Regional Solicitor that this issue should be bucked upstairs to the U. S. Department of Transportation.

The problem, as Rod has explained it to me, is that those responsible for the administration of the Chemawa Indian School state that land exchange is not a statutorily acceptable solution. Pending other alternatives, which Rod will explore, this will remain flagged for local decision-making and for discussion with you at an appropriate point.

JMF j

cc: R. L. Porter
Fred Klaboe

KESS CANNON
OFFICE OF THE GOVERNOR

John Fulton:

This is the Memo concerning highways and Chemawa and the interchange right of way issue. I request that this not be sent to the Secretary of Transportation if at all possible, so that it can be resolved locally. In this way, we can have the land, and the right of way, and keep the school. If it goes back to Washington, the Indians and the Bureau of Indian Affairs very much suspect that the Washington, D. C. solution would be to move the school. This we don't want.

Kess

MAY 1962 EDITION
GSA FPMR (41 CFR) 101-11.6

UNITED STATES GOVERNMENT

Memorandum

2. Property
(Copy to: 1. Asst. Dir. (C.J.)
2. Education)

TO : Area Director, Bureau of Indian Affairs DATE: October 5, 1970

Dale Delavern

FROM : Office of the Regional Solicitor, Portland

SUBJECT: Request of the Oregon State Highway Department for Chemawa School Land

On Friday, October 2, 1970, I received a telephone call from David Moehring, Right-of-Way Engineer of the Oregon State Highway Department, concerning the authority by which the State of Oregon could acquire the needed right-of-way from the Chemawa School for the widening of Highway I-5. His questions were of a general nature inquiring into the authority of the United States to convey land to the state.

I advised him, as we had done previously at the meeting in Salem on August 18, 1970, that the Commissioner of Indian Affairs by memorandum of August 6, 1970, had authorized the Area Office to negotiate an exchange of land between the state and the Bureau of Indian Affairs based upon the authority contained in 25 U.S.C. §§ 293a and 451. This, of course, was based upon the premise that lands of equal value could be exchanged. Mr. Moehring said that he had discussed this with the Right-of-Way Agent of the United States Department of Transportation and had been told that such an exchange was not practical at this time. Instead, he was advised that a request should be made by the State of Oregon Highway Department to the United States Department of Transportation to file on such land pursuant to 23 U.S.C. § 317. This section provides that the Secretary of Transportation may file a map showing the lands which are to be appropriated with the Secretary of the Department supervising land over which a highway right-of-way is sought. It then provides:

> "(b) If within a period of four months after such filing, the Secretary of such Department shall not have certified to the Secretary that the proposed appropriation of such land or material is contrary to the public interest or inconsistent with the purposes for which such land or materials have been reserved, or shall have agreed to the appropriation and transfer under conditions which he deems necessary for the adequate protection and utilization of the reserve, then such land and materials may be appropriated and transferred to the State highway department, or its nominee, for such purposes and subject to the conditions so specified."

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

If objections to such appropriation are made as being inconsistent with the purposes for which such lands are reserved, the only recourse left to the Secretary of Transportation is to negotiate with the Secretary of the Interior to use or acquire the lands pursuant to the provisions of the Federal Highway Act of 1958, 72 Stat. 892, 23 U.S.C. § 107(d). United States v. Yakima Indian Nation, 425 F.2d 317 (9th Cir. 1970). The last-mentioned section provides as follows:

> "(d) Whenever rights-of-way, including control of access, on the Interstate System are required over lands or interests in lands owned by the United States, the Secretary may make such arrangements with the agency having jurisdiction over such lands as may be necessary to give the State or other person constructing the projects on such lands adequate rights-of-way and control of access thereto from adjoining lands, and any such agency is directed to cooperate with the Secretary in this connection. . . ."

Mr. Moehring advised me that the state was now making their final engineering studies to determine the exact amount of right-of-way needed and would then make formal request to the Department of Transportation that they file for the land under 23 U.S.C. § 317. Therefore, the Bureau of Indian Affairs should take steps to appraise the value of the land to be taken as well as the damages to the school and the remaining school land as a result of the taking as soon as the state's needs are known. Mr. Moehring assured me that he would furnish the Superintendent of the Chemawa School with a copy of the map and description at the same time that request is made by them to the Department of Transportation. The Superintendent should be advised to immediately forward it to you so that there will be no delay in formulating the objections for the Secretary of the Interior.

We also recommend that the Commissioner of Indian Affairs be notified of the intentions of the Secretary of Transportation to file for right-of-way through the Chemawa Indian School lands; and that he be requested to object to the taking since it will be inconsistent with the purposes for which the lands were acquired. The Commissioner should be supplied with sufficient information to permit his objections to be filed within the four-month period as provided by the above-quoted section.

At this time we are studying the problem you presented in your memorandum to us of August 31, 1970. This concerns the Bonneville Power transmission line which must be moved if the school facilities are to expand eastward rather than westward, which no longer would be possible

if the land west of the school is taken. Since the answer to this question will determine the damages to the remainder of the land as a result of the taking, we shall endeavor to answer your memorandum as soon as possible.

For the Regional Solicitor

James R. Kuhn

James R. Kuhn
Attorney

9-25-70

RECEIVED
SEP 30 1970
FOR FILING

(REV. 8-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FEDERAL AID PROJECT NO.
I-5-5(38)260

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.
WOODBURN INTERCHANGE - HAYSVILLE INTERCHANGE

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
MARION

ITEM NO.
I-520

PROGRAM STAGE (Check)
[ ] 1 [X] 2

TO:
78660

9-25-70

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

9-30-70

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	SEPTEMBER 25, 1970	INTERSTATE ROUTE 5
		STATE ROUTE NUMBER: STATE ROUTE 1

LIMITS OF AUTHORITY

YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF THE RIGHT OF WAY FOR THE SUBJECT PROJECT AS REQUSTED IN MR. YOUNG'S SEPTEMBER 16, 1970 LETTER EXCEPT THAT AUTHORIZATION TO ACQUIRE THE CHEMAWA INDIAN SCHOOL PROPERTY (FILE NO. 41461) IS WITHHELD PENDING A DETERMINATION OF EXACT RIGHT OF WAY NEEDS FOR I-305. WHEN THOSE NEEDS ARE KNOWN, THE RIGHT OF WAY FOR BOTH PROJECT SHOULD BE ACQUIRED SIMULTANEOUSLY.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [XX] OTHER (Specify) RELOCATION PAYMENTS
- [XX] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

A PROGRAM CHANGE (PR-9) EXTENDING THE PROJECT FROM THE WOODBURN INTERCHANGE TO THE HAYSVILLE INTERCHANGE WAS APPROVED SEPTEMBER 25, 1970.

NOTED
F. B. KLABUE NOTED
TOM EDWARDS

RECEIVED
SEP 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-25-70		For DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

DEPARTMENT
SEP 18 1970

7846

September 16, 1970

3419

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Project No. I-5-3(32)260
Woodburn Interch.-Hubbard Interch. Sec.
Right of Way

Dear Sir:

We are submitting for your approval FH-9 forms extending the control limits of the subject project to include the additional right of way required for the section from Woodburn Interchange-Hubbard Interchange.

We further request, concurrent with approval of the program change, authorization to proceed with all phases of right of way negotiations as programmed and as outlined in red on the enclosed copies of right of way maps 7S-2W-14, 7S-2E-13, 7S-2E-14 and 7S-2E-15.

The public notice statement, regarding relocation assistance in accordance with paragraph 12 of PM 80-1-68 is not required for this project since there are no displaced persons.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encls.

CL:ia

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

ON NO. | FORM PR-9 (REV. 4-61) | U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

O.

9-16-70

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

R	PROJECT LOCATION (45 typewriter spaces)			FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
(20)	I-5 Hayesville Interch. N. 13.0 mi. 65	ADT	23,200	47,100 (66) (70)	90 (71) (72)	08 (74) (75)	Oregon	35 (2) (3)	042 4 6	520 (14) (16)

PROPOSED WORK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER		I. PROJECTS ONLY	
		FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR.	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI.	DESIG.
t of Way 63	(63) (65)	(66) (68)	69	70	71	72 73	74 75	I- 14 23	5-5(38) 7 13	260 (25) (26)	27

RAL FUI.OS [2]	COUNTY NAME	CODE
Interstate	Marion	14 047 16

AREA	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE	U.S.
Salem	Interstate	I	I-5	(32) (36)	(37) I-5 (41)

CL	WORK TYPE	SYS	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
	PE		ITEM AS NOW PROGRAMED	520	I-5-5(38)262	I-5 1.3 mi. North of Salem, North 0.63 mi.	0.63	15,000	13,800	1,200	ROW purchase incl. incidental costs (for future revision of slopes from 3:1 to 6:1 in conjunction with future pavement structure reinforcement and shoulder widening)
	ROW										
	CONST										
Stage 2						PROJECT TOTAL					
	PE		REQUESTED REVISION	520	I-5-5(38)260	I-5 Woodburn Interch. to Hayesville Interch.	13.0	50,600	46,600	4,000	ROW purchase incl. incidental R/W and relocation costs (for future 2 add'l traffic lanes to provide for 6 lane facility)
	ROW										
	CONST										
Stage 2								(18) (23)	(24) (33)		
PR-9 has been submitted Yes ☐ days.			PROJECT WITHDRAWN YES ☐			PROJECT TOTAL	13.0	50,600	46,600	4,000	
→ CODE 11			CODE 2								

REASON FOR CHANGE:

See reverse.

ting into two or more projects. Prepare a form PR-1 for all resulting from such action.

ROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
ary 24, 1968	DATE September 16, 1970	DATE	DATE
	SIGNATURE	SIGNATURE	SIGNATURE
	Program and Planning Engineer	TITLE	TITLE

sfer from one class of project to another, or covers joint financing, show both classes of funds involved.

THIS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 46000-P61

Budget Bureau No. 41-R2068; Ap

U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO H.Q.

FORM PR-9 (REV. 4-61)

9-16-70

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD												
2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		ADT	23,200	FUTURE YEAR		REGION	STATE NAME			
		I-5 Hayesville Interch. N. 13.0 mi.				47,100	90	08	Oregon			

CARD													
3	CHARACTER OF PROPOSED WORK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER				
			FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)		NUMBER-AGR. NO.		
	Right of Way								I-		5-5(38)		

CARD			
4	CLASS OF FEDERAL FUNDS[1]		COUNTY NAME
	Interstate		Marion

NAME OF URBAN AREA	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE	
Salem	Interstate	I	I-5		

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	
1		10	41	42	43 - 46	53					54 - 58	59 - 66	67 - 76		
5					PE ROW CONST Stage 2		ITEM AS NOW PROGRAMED	520	I-5- 5(38)262	I-5 1.3 mi. North of Salem, North 0.63 mi.	0.63	15,000	13,800	1,200	ROW purc dental c revision to 6:1 i future p reinforc widening
										PROJECT TOTAL					
5					PE ROW CONST Stage 2		REQUESTED REVISION	520	I-5- 5(38)260	I-5 Woodburn Interch. to Hayesville Interch.	13.0	50,600	46,600	4,000	ROW purc dental R costs (f traffic for 6 la
										PROJECT TOTAL	13.0	50,600	46,600	4,000	

CARD			
1	A form PR-1 or PR-9 has been submitted within the last 7 days.	Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ——→	CODE 11	CODE 2

REASON FOR CHANGE:

See reverse.

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVE
January 24, 1968	DATE: September 16, 1970	DATE	DATE
OTHER:	SIGNATURE	SIGNATURE	SIGNATURE
	Program and Planning Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PRE-FHWA EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Reason for Change

To extend the project termini southerly 1.3 mi. and northerly 11.1 mi. for an overall length of 13.0 miles, to include the additional right of way required to provide for a 6-lane facility and increase the project cost to conform with the added ROW.

Relocation assistance consists of incidental costs estimated at $600, with no families or businesses to be displaced.

104(b)(5) estimate $46,000

Location/design public hearing held on April 23, 1970. Location/Design approved by Federal Highway Administration September 2, 1970.

7866

Hall
A. Olson
Wills
Heckleman
Carstensen
Kaye
Terpin

Scott
Swenson
Olson
Lloyd

I-5

(REV. 10-65)

RECEIVED

SEP 22 1971

DESIGN SECTION

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Do Not File ☐
Keep ☐
Return To
Other

Salem, Oregon
September 8, 1971

SUBJECT: Woodburn Interchange

To: Adrian Olson
DESIGN ENGINEER

The August 10, 1971 proposal for revising the Woodburn Interchange does not include left turn refuges, nor four lanes for through traffic. It is the concensus of this office that anything short of five lanes is inadequate in the sense of potential future use.

It would be desirable to construct of a width sufficient to accommodate this future use at this time. This would be true even if the interstate funds are inadequate and the construction had to be financed with federal aid funds.

It should be noted that any traffic on the Hillsboro-Silverton Highway crossing the freeway and wanting to make a left turn onto the freeway and having to stop because of oncoming traffic is subject to being overtaken from behind because of the 50 MPH designed speed unless there is a left turn refuge.

To give you an indication of the growth that is occurring in the area, attached is a September 2 report from Resident Engineer, Lowell Stratton. Also attached is a map of the Woodburn area showing on it several currently proposed developments in the area. In particular, attention is called to the fact that the North Marion sewage and drainage district is contemplating a sewer treatment plant for the whole North Marion area. When this treatment plant is put into operation, the growth of the Woodburn area could further accelerate. One source anticipates 25,000 people in the city by the year 2000. The following is a tabulation of presently anticipated sizable developments:

1) The Game Commission proposes fish ponds southwest of the Gervais-St. Lewis Area.

2) The Nazarine District center is expected to expand onto another 100 acres southerly of the Hillsboro-Silverton Highway.

3) A convalescent home and hospital is being contemplated on 30 acres of the Carriage Corporation property southeast of the interchange.

4) The adjacent owner, John Hooper, has presently under consideration a 200 acre development that is being considered for annexation to the city of Woodburn.

5) The Anthony Corporation is contemplating a development northeasterly of the interchange.

BP*82478-724

Interchange revised to 4 lanes plus left turn refuge — cost over and above a standard 2 lane pattern will be with secondary funds — not FAI. AOO. 9/27/71

6) The Millboro Corporation has 100-acre development in mind adjacent to the so-called Woodburn Intertie.

7) The industrial park on the easterly side of the Southern Pacific tracks will have ready freeway access once the Woodburn Intertie is constructed.

8) Bountiful Farms has a sizable development contemplated adjacent to the industrial park. In fact, it occupies the remainder of the area between the Southern Pacific tracks and the Pacific Highway.

9) Roth's IGA, Ben Franklin Store, and Men Shop are locating on 99E, a short distance southerly of the proposed Woodburn Intertie.

10) There is an area immediately southerly of the Woodburn-Estacada Highway that is subdivided and waiting on sewers. This also will have ready freeway access once the Woodburn Intertie is constructed.

11) Construction of the Lambert-Bend Bridge will also add further traffic to the Woodburn Interchange.

A traffic analysis of this interchange by Regional Traffic Engineer, Richard Kuehn, is also attached.

Your further consideration of five-laning the structure for the Woodburn Interchange at this time is highly recommended.

J. B. Boyd
REGIONAL ENGINEER

cc: Lowell Stratton

JBB/ks

FORM S-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 17, 1971

SUBJECT: New Woodburn Interchange

To: J. B. Boyd
REGIONAL ENGINEER

The traffic volume figure upon which a traffic signal warrant comparison is based is the average of the maximum eight hours. The ADT is usually about 16 times this hourly figure.

Using this assumption, the projected 1990 ADT's for the intersections in the new Woodburn Interchange where checked to see if signals would be needed.

If Highway No. 140 was two lanes, the east intersection would just meet the minimum vehicular warrant. It would not meet the interruption of continuous traffic warrant. If Highway No. 140 was four lanes, neither intersection would meet either warrant. According to this there would not be a need for signals in the near future.

At the east intersection, there will be in 1990 600 vehicles per day turning left against 4900 opposing vehicles. At the west intersection, there will be 1700 vehicles turning against 2600 opposing vehicles. The sight distance of both intersections will be restricted by the vertical curve of the freeway overcrossing structure. It is felt that a left turn refuge is required at both intersections.

The 1990 ADT on Highway No. 140 is the same as the 1970 ADT on the two-way, four-lane section of Pacific Highway West in the northern part of McMinnville. On the basis of this comparison, it is felt that Highway No. 140 will have to be four lanes to accommodate the 1990 traffic volumes.

Richard Kuehn

Richard A. Kuehn
REGIONAL TRAFFIC ENGINEER

RAK/jc

SP 52676.734

FORM S-00 (12-67)

REGION 2 ENGINEER
RECEIVED
SEP 2 1971
RE | RCE | RME | RTE | ROE
ULE | GEO | TA | FILE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

September 2, 1971
Woodburn, Oregon

SUBJECT: Projected Growth of Woodburn For Traffic Planning

To: Mr. J. H. Boyd
REGIONAL ENGINEER
Salem, Oregon

ATTENTION: Mr. Gerald Wimer

As per your request of August 27, 1971; Attached is a map of Woodburn showing the development that is being planned at this time. Population figures are as follows:

Year	Incorporated	Total Population
1960	3,120	-
1966	5,809	-
June 1969	6,850	-
1970	7495	10,201
May 1971	7,750	-
Projected 1975	9,550	12,000
" 1980	10,900	13,800
" 1985	12,430	15,600
" 1990	14,160	17,600

Most of the population figures have been taken from the North Marion Sewerage and Drainage District report of May 1971 prepared by Clark & Groff Engineering and the Mid-Willamette Valley Council of City Governments.

I trust this information will be of use in the projected traffic study for the Hillsboro-Silverton Highway from the Woodburn Interchange on I-5 to Boones Ferry Rd.

The owners of the property in the reverse curves on this section are planning on building and keep asking for building permits.

This makes it imparitive that a survey be made and Right of Way purchased before the correct location has been blocked by buildings.

The last report on the Lambert Bend Bridge was that the bond would be put up for sale. The construction of this bridge will add to the traffic problems in this area.

Lowell M. Stratton
Resident Engineer

Encl.

njc/LMS

7866

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 14, 1970

SUBJECT: [redacted] Property
St. Louis Area

To: Frank L. Hall
DESIGN SUPERVISING ENGINEER

BPR Area Engineer Lyle Rens has in the past encouraged use of borrow sources that might be of some benefit to the Game Commission. In fact, he voluntarily August 11 pointed out to me that the BPR would be willing to stand any additional cost that might be involved in making such a source mandatory.

R. D. Asburry
REGIONAL ENGINEER

by [signature]

Gerald W. Wimer
ASST. REGIONAL ENGINEER

GWW/cg

Routing

1 Barbee B
2 Hall
A. Olson
Sample
Terpin
Swenson

RECEIVED
AUG 18 1970
DESIGN
DIVISION

Trout
Willis
Hackleman
Scott
R. Olson
Carstensen

Form No. 8-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 3

August 10, 1970

Routing: Barbee, Hall, A. Olson, Sample, Terpin, Swenson, Trout, Wills, Hackleman, Scott, R. Olson, Carstensen

RECEIVED
AUG 11 1970
DESIGN DIVISION

To: D. J. Barbee
DESIGN ENGINEER

Attention: Frank Hall

SUBJECT: Proposed Borrow Pit
Game Commission Property
St. Louis Area
Woodburn Interchange-Hayesville Section
[redacted]

Don Jacobson and Mel Cummings of the Game Commission were in the office today about the subject matter. They were told of the following alternatives:

1. We could make the source mandatory subject to certain requirements.

2. It could be specified as an alternate source, or

3. We need not mention it in the specifications leaving it entirely up to them to negotiate with the contractor.

They preferred the mandatory basis. For this purpose they submitted five sheets of plans covering their proposed lay out together with a typical cross-section, all of which are attached. The requirements for making this a specified mandatory borrow source should be:

1. That they stake the basic grid and review our staking before the contractor proceeds.

2. That the contractor only has to go to a four foot depth but can go as deep as 9 feet subject to the typical cross-section width.

3. That if he starts on any particular pond he has to complete that pond to the specified 4 foot depth before he can commence another pond.

4. The sequence or order in which the ponds are to be excavated are shown in red on their plans.

5. The ponds can be modified essentially as shown on pond #8. The short ends need not be excavated and where a roadway interferes with strip excavation the roadway can be excavated.

6. If some portion of the material is unsuitable for roadway purposes, the unsuitable material may be placed in the dike area providing it is sloped as shown on the typical section and dressed.

7. Since drainage in the area could, and will be affected, we should have a hold harmless clause.

If you are agreeable to the above proposal, I would recommend it be put in letter form either by your office or this office and the signature of the appropriate Game Commission officials secured. It would be well that our plans of their proposal be attached to the letter.

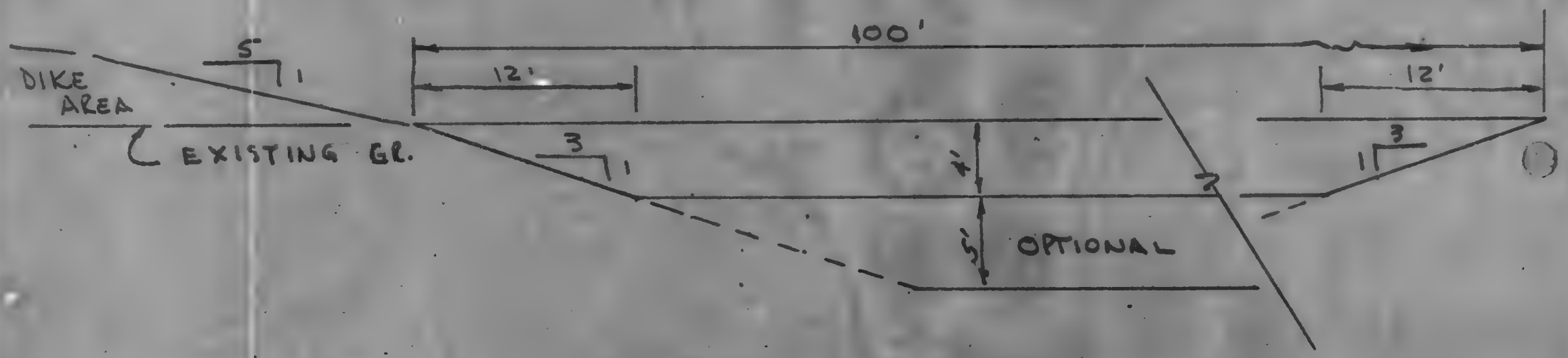
R. D. Asburry
REGIONAL ENGINEER

by

Gerald W. Wimer
ASST. REGIONAL ENGINEER

GWW/cg

Attachs.



ST LOUIS PONDS

RECEIVED
AUG 7 - 1970
FOR FILING
7846

August 6, 1970

3419

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Woodburn-Hayesville Section
Base Design Evaluation

The Hubbard-Hayesville Section of the Pacific Highway (I-5) will be contracted in two units, separating at Woodburn. Soils on the two units require the same "Crushed Base Equivalent" of 40 inches on the outside lane. Two basic base designs that are equal to this depth are: (1) full-depth AC pavement of 20-inch thickness; and (2) 12 inches of CTB with 8 inches of AC pavement wearing surface and base.

We propose to use the CTB with AC base and wearing course on the Hubbard-Woodburn unit and the full-depth AC pavement on the Woodburn-Hayesville unit. The purpose of using both base designs, that are evaluated as equal, is to determine whether they will actually perform equally under the same traffic and soil conditions.

The cost per mile of the full-depth AC pavement on the outside lane and shoulder is estimated at $343,600, and the AC pavement with cement treated base is estimated at $303,400. While these estimated costs reflect an 11 percent savings for the CTB, its performance under heavy traffic conditions compared with AC pavement has not been field tested in Oregon. These two adjacent highway units can be evaluated under the same traffic conditions over a period of years for a determination of equivalency of the two designs.

We ask your approval of these two types of base designs for these highway units for the purpose of equivalency evaluation.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor B. Wolfe
D. J. Barbee
F. D. Morgan
R. D. Asburry

FLH:jg srb

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 25, 1970

In reply refer to: 08-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-5(16)260
Hubbard Interchange-Woodburn Interchange Section
Interstate 5
Pavement Design

Your April 16 letter expressed concern about the 2-inch overlay depth approved for FAI participation on the Hubbard Interchange to Woodburn Section of this project and requested reconsideration of the proposed 6-inch overlay for this project.

The major cause for the variation in the overlay depths as discussed in your letter is the fact that a depreciation factor was not applied to the existing surfacing section in our analysis leading to the 2-inch overlay approval. You contend, based on examination of the existing surfacing, that if satisfactory service for a given period of time is expected from an overlay of a distressed surface, some depreciation factor should be applied to the existing surfacing section.

This situation has been found in a number of overlay reviews in various States and has resulted in several discussions with the Washington office regarding FAI participation limits. In some cases, as for this project, the State's have substantiated the fact that the quality of the existing surfacing and paving is now less than it was prior to incorporation in the work based on construction project testing. We agree with you that for this project the tests performed during the examination of the existing surfacing and paving leading to the overlay request do show that the materials have deteriorated.

However, the basis for issuance of IM 21-1-69 was the fact that pavement structures on some Interstate highways were known to be deficient in structural adequacy to accommodate the types and volumes of traffic predicted for the 20-year design period as compared to the lesser design period with a 1975 design year. In other words the only basis for approval of the additional increment of pavement with FAI participation is the increased traffic loadings.

(more)

orig to Becker 6-1-70
copy to Barbee

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

This increment of pavement is considered to be an additional stage of construction. The Washington office has further advised that the additional stage of construction that will be considered acceptable for FAI fund participation is that increment of structural number or pavement depth that might have been incorporated in the initial pavement design or that should be placed on either the existing and otherwise satisfactory pavement or on a repaired and reconstructed pavement in order that the total pavement structure will satisfactorily carry the amount of traffic forecast to occur during a 20-year design period. The Washington office overlay analysis for this project was consequently based on the existing pavement structure being in a satisfactory condition and arrived at an overlay depth of 2 inches with FAI participation because of the traffic volume forecast for the 20-year design period. Similarly the additional amount of overlay required to carry the 4 lane pavement structure to 1990 and 2.5 serviceability with FAP participation was based only on traffic volumes forecast for the period.

In the case of this project, the existing pavement has been presented as not being in an otherwise satisfactory condition. Restoration of the existing pavement would then be required to obtain the satisfactory or structurally sound condition. Such restoration is considered to be reconstruction of the existing pavement structure rather than an added stage of construction and is not eligible for FAI participation but may be eligible for FAP or FAU fund participation. The FAI funded overlay would then be placed on a satisfactory pavement rather than on a distressed pavement.

In summary, we believe that FAI participation in a 2-inch overlay placed on a satisfactory or reconstructed existing pavement structure is appropriate for the Hubbard Interchange to Woodburn Section. If from our review of the information presented for the existing pavement structure we determine that an additional depth of pavement is warranted to restore the pavement structure to a satisfactory condition that portion of the work not classed as maintenance may be approved for FAP fund participation.

RECEIVED
MAY 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

7860

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1970

To: Frank Hall
ASST. DESIGN ENGINEER

SUBJECT: Game Commission Property
St. Louis Area
Woodburn-Hayesville Section
Pacific Highway

Don Jacobson of the Game Commission Engineering Department called for more detail about our geological exploration of their property in the St. Louis area. They had taken three samples with water depths at 18 inches, 6 to 8 feet and in excess of 10 feet.

The material was submitted to our laboratory and reported under Lab #851572. He was advised of Fretwell's five recent holes which had static water levels at 8 foot, 8 foot 6 inches, 9 foot, 8 foot 6 inches, and 9 foot depths. In most all cases the plastic material started at a 2 foot depth.

Our objections were explained to him. He is going to consider alternate requests to us of: 1. Making the area available to our contractors without any depth requirements or 2. just requiring a 6 foot depth instead of their previously contemplated 9 foot depth. This plan would require some diking on their part and they need to study the feasibility before making any further request.

I promised that we would be willing to meet with them and if they wanted to submit an alternate proposal, it would be given further consideration.

R. D. Asburry
DIVISION ENGINEER
by
Gerald W. Wimer
ASST. DIVISION ENGINEER

GWW/cg

Routing

Barbee B
Hall
A. Olson
Semple
Terpin
Swenson

RECEIVED
JUL 2 1970
DESIGN
DIVISION

Trout
Wills
Heckleman
Scott
R. Olson
Carstensen

Letter was written to Cummings telling him we could not make pit mandatory with excavation below 4 feet
Hall

7866

FORM E-20 (REV. 10-69)

Routing

Barbee — Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
JUL 2 1970
DESIGN DIVISION

Sample
Terpin
Swenson

Salem, Oregon
July 1, 1970

SUBJECT: Woodburn Interchange
Pacific Highway - I-5
Marion County

To:
D. J. Barbee
Design Engineer

B U I L D I N G

Attention: A. D. Olson

The following is a supplement to our letter to you dated June 18, 1970 regarding our recommendation to increase the sight distance between the ramp terminal intersections of the subject interchange by relocating the intersections a total of 200 feet further apart than presently exists. It is our understanding, from verbal indication from Mr. D. N. Stoudenmeyer of your office, that this solution is financially unfeasible due to the expense involved in displacing the existing commercial development.

We, therefore, recommend as an alternative solution that the existing structure be widened to 64 feet providing left-turn refuges as originally requested to the Bureau of Public Roads on February 2, 1970 and that signals be installed at the ramp terminal intersections.

The addition of signals will allow the north-to-east and south-to-west left-turn movements to operate without the hazard of being involved in accidents with the through movements. The predominant number of accidents are involved with these turning movements (please refer to the accident diagrams submitted with our letter of June 18, 1970). The addition of left-turn refuges will eliminate any delay of through vehicles waiting for left-turn vehicles to clear the intersections.

Emphasis should be placed on the projected 1990 ADT of 9,800 east of the interchange and 5,200 west of the interchange. Widening to a four-lane facility will be required east of the interchange. The request to widen the existing structure is, therefore, consistent with the future need to provide four lanes approaching the interchange.

Even though it is not financially practical to obtain the desired distance between ramp terminal intersections, in order to improve sight distance, we strongly urge that any combination of practical improvements by means of raising grade or extending distance between intersections be given favorable consideration.

REFERRED TO
JH:ap Olson
Design Info.

L. E. George
Operations Engineer

SP 52478-734

FORM S-20 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 18, 1970

To: D. J. Barbee
Design Engineer

B U I L D I N G

Attention: A. D. Olson

SUBJECT: Woodburn Interchange
Pacific Highway I-5
Marion County

Routing

1 Barbee	B	Twist	P
2 Hall		Wills	
3 A. Olson	AO	Hecklemen	
Sample		Scott	
Terpin		R. Olson	
Swanson		Carstensen	

RECEIVED
JUN 19 1970
DESIGN
DIVISION

The following is additional documentation for justification of the proposed redesign of the subject interchange as originally submitted to the Bureau of Public Roads Division Office on February 2, 1970 and subsequently rejected as eligible for Interstate Fund participation on May 26, 1970.

We submit that the historically high accident rates at the ramp terminal intersections justify further reconsideration of the original redesign in order to eliminate an existing unsafe and accident prone condition.

Our analysis of accidents at these two ramp terminals indicate accidents are a result of restricted sight distance caused by the five percent grades approaching the structure.

The following table is a comparison of accident rates for the section of highway between the two ramp terminals with accident rates for the Hillsboro-Silverton Highway and the statewide accident rate for secondary highways for the past five-year period.

Year	I-5 Interchange	Hillsboro-Silverton Hwy. Urban	Hillsboro-Silverton Hwy. Rural	Statewide Urban	Statewide Suburban	Statewide Rural
1969	30.6	-	-	9.33	-	-
1968	40.0	6.99	3.55	11,40	6.69	3.29
1967	11.8	10.28	4.05	11.46	6.60	3.20
1966	34.2	14.21	5.50	12.73	6.75	3.33
1965	46.7	12.15	7.20	12.97	7.87	3.54

REFERRED TO
Olson
Design Engr.

SP 52475-724

Attached are the ramp terminal intersection collision diagrams indicating type and number of accidents for 1967, 1968, and 1969.

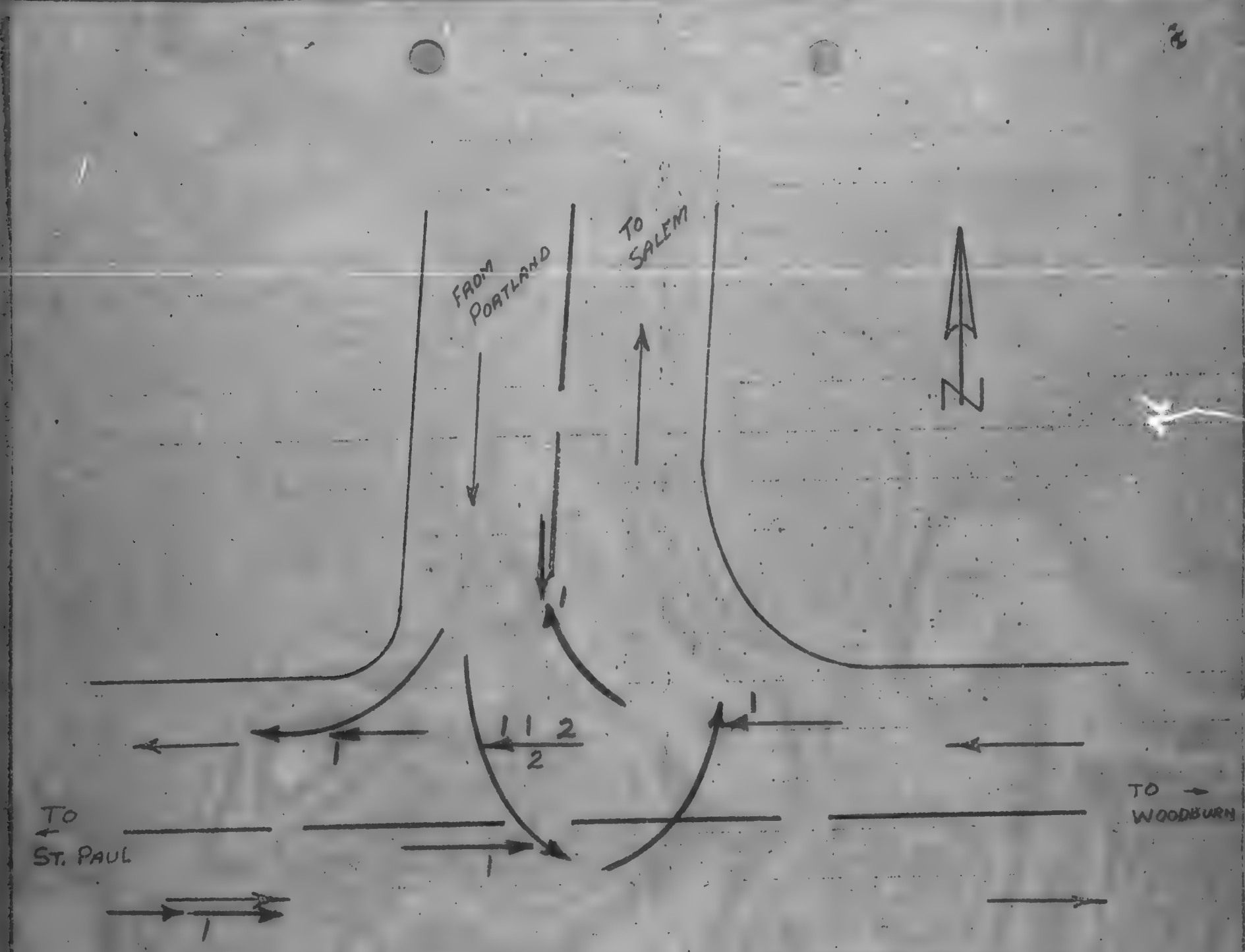
Sight distance calculations for the west intersection indicate minimum safe sight distance of 440 feet. By field observation, the existing sight distance is 300 feet. Minimum safe stopping distance is calculated to be 300 feet. The proposed diamond interchange design will not alleviate the hazards causing accidents and may increase rear-end accidents caused by left turns especially on the west intersection where the east-to-south vehicles will have to slowdown or stop before turning across the east-bound traffic. The existing design provides a free right-turn for this movement. The proposed design would move the west intersection an additional 50 feet, but sight distance would still not be up to recommended standards.

We recommend that sight distance be increased 150 feet more than presently exists on the west side and an additional 50 feet on the east side of the structure to provide the minimum sight distance on the existing grades.

Assuming the sight distance problem will be corrected, an additional future problem will be encountered with respect to the capacity of the westerly ramp terminus intersection. For 1990 projected traffic, the conflict of the turning movements at the westerly intersection will approach capacity. This would be solved by providing a left-turn refuge between the existing structure and the recommended extended distance to the westerly intersection. The installation of a signal is probable by 1990.

L. E. George
Operations Engineer

TS:ap
Attachments



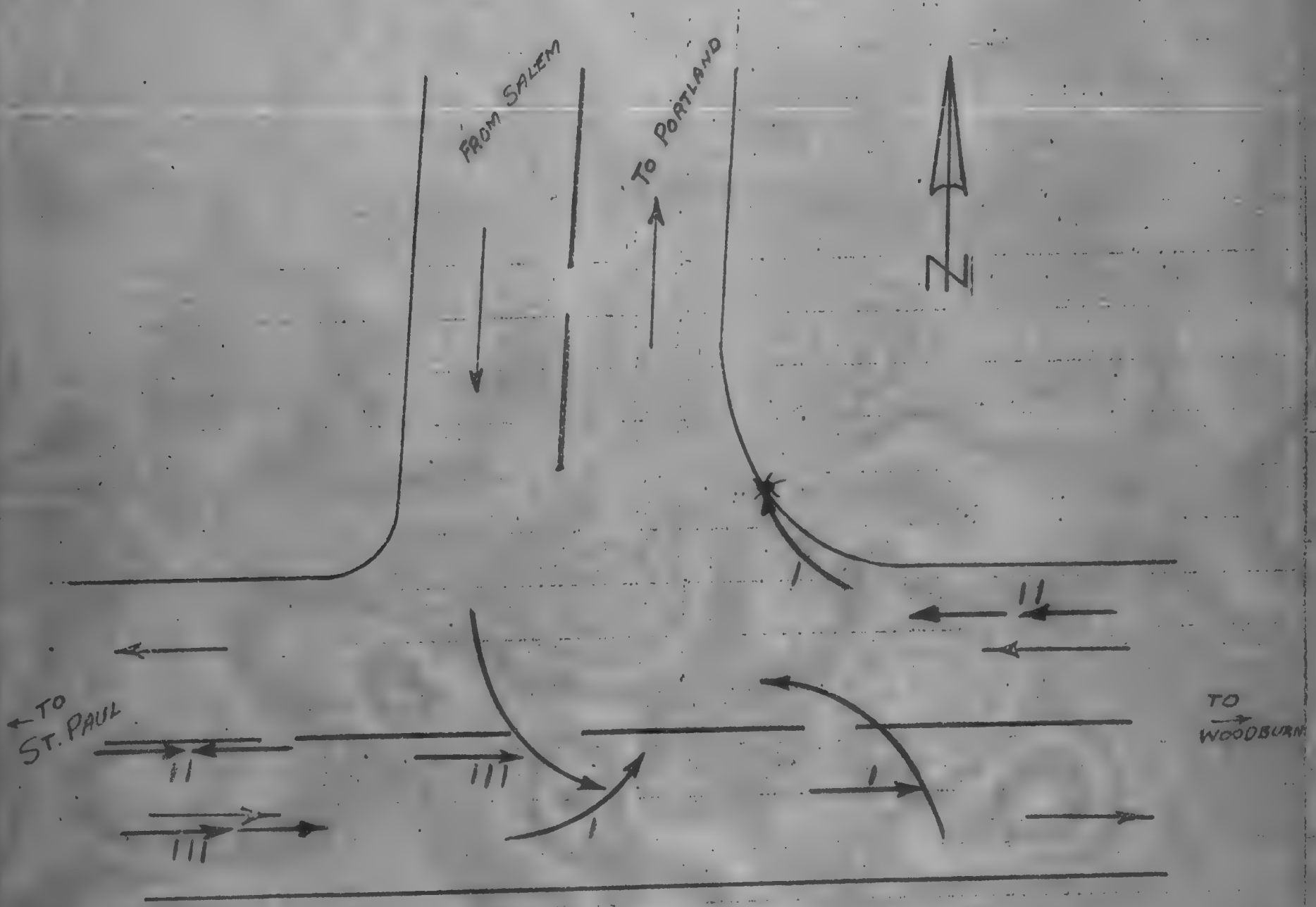
WEST LEG OF WEST WOODBURN INTERCHANGE

M.P. 36.74 HILLSBORO - SILVERTON HIGHWAY

NUMBER OF ACCIDENTS

N 1965
N 1966
N 1967
N 1968
N 1969

6-18-70



EAST LEG OF WEST WOODBURN INTERCHANGE

M.P. 36.90 HILLSBORO - SILVERTON HIGHWAY

NUMBER OF ACCIDENTS

N 1965
N 1966
N 1967
N 1968
N 1969

6-18-70

WOODBURN - W. WOODBURN RD.

Main Line ℄ -0.395

Finished Grade at ℄

-0.125

-0.469

100' V.C. -1.80

+50 El. 179.89

+100 El. 181.53

180

170

+55.13 ℄ El. 204.25

8+20 End of Struct.

10+89 End of Struct.

Structure
269' R.C.D.G
26' Roadway
Under Separate Contract

420' V.C.

+5.00

-5.00

330' V.C.

+0.197

1½:1 (Cons. Slope)

℄ Ditch Grade on Lt.

176.54 Subgrade Elev.
Sta. 1171+57.7

N. Bound 1171+65.93 = 10+00

+25 El. 180.76

+119 Insl. 24" R.-123'

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17

4 1+00 – El. 180.13

3

2

1+00 Inst 18" R-57

1 1+00 El. 181.53

0 0+00 = El. 183
14+08.27

170

Main Line 7 – 0.395

117+31.17 El. 17.808°

Fini

8+20
End of Struct.

+55.13
El. 204.25

6

430' V.C.

180

170

80.77.00 Con

Finished Grade 10' Rt. or Lt.

+5.00

300' V.C.

-2.10

+00 El. 171.50

188.02

+63
Const. Rd. Appr.
Inst. 18" P-39'

0 1 2 4 5 6 7 8 9 10

N. Bound
117+55.93
=
10+00

FORM E-80-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 18, 1970

SUBJECT: Woodburn Interchange
Pacific Highway I-5
Marion County

To: D. J. Barbee
Design Engineer

B U I L D I N G

Attention: A. D. Olson

The following is additional documentation for justification of the proposed redesign of the subject interchange as originally submitted to the Bureau of Public Roads Division Office on February 2, 1970 and subsequently rejected as eligible for Interstate Fund participation on May 26, 1970.

We submit that the historically high accident rates at the ramp terminal intersections justify further reconsideration of the original redesign in order to eliminate an existing unsafe and accident prone condition.

Our analysis of accidents at these two ramp terminals indicate accidents are a result of restricted sight distance caused by the five percent grades approaching the structure.

The following table is a comparison of accident rates for the section of highway between the two ramp terminals with accident rates for the Hillsboro-Silverton Highway and the statewide accident rate for secondary highways for the past five-year period.

		Hillsboro-Silverton Hwy.		Statewide		
Year	I-5 Interchange	Urban	Rural	Urban	Suburban	Rural
1969	30.6	-	-	9.33	-	-
1968	40.0	6.99	3.55	11.40	6.69	3.29
1967	11.8	10.28	4.05	11.46	6.60	3.20
1966	34.2	14.21	5.50	12.73	6.75	3.33
1965	46.7	12.15	7.20	12.97	7.87	3.54

Attached are the ramp terminal intersection collision diagrams indicating type and number of accidents for 1967, 1968, and 1969.

Sigh distance calculations for the west intersection indicate minimum safe sight distance of 440 feet. By field observation, the existing sight distance is 300 feet. Minimum safe stopping distance is calculated to be 300 feet. The proposed diamond interchange design will not alleviate the hazards causing accidents and may increase rear-end accidents caused by left turns especially on the west intersection where the east-to-south vehicles will have to slowdown or stop before turning across the east-bound traffic. The existing design provides a free right-turn for this movement. The proposed design would move the west intersection an additional 50 feet, but sight distance would still not be up to recommended standards.

We recommend that sight distance be increased 150 feet more than presently exists on the west side and an additional 50 feet on the east side of the structure to provide the minimum sight distance on the existing grades.

Assuming the sight distance problem will be corrected, an additional future problem will be encountered with respect to the capacity of the westerly ramp terminus intersection. For 1990 projected traffic, the conflict of the turning movements at the westerly intersection will approach capacity. This would be solved by providing a left-turn refuge between the existing structure and the recommended extended distance to the westerly intersection. The installation of a signal is probable by 1990.

L. E. George
Operations Engineer

TS:ap
Attachments

7866

June 30, 1970

John W. McKean, Director
Oregon State Game Commission
P. O. Box 3503
Portland, Oregon 97208

Attention: Melvin S. Cummings

Gentlemen:

Re: Game Commission Property
St. Louis Area
Woodburn Intchg.-Hayesville
Section
Pacific Highway

Attached are copies of a letter from our Division Geologist together with test hole logs and test results relating to a possible borrow site on Game Commission property on the subject highway section.

It is evident from these data that while the soil would be a satisfactory embankment material, the high water table would prohibit excavation with earth-moving equipment much below the 4-foot level. I am sorry that we cannot specify this location as a mandatory borrow source but under the circumstances we cannot do so.

Very truly yours,

D. J. Barbee
Design Engineer
By:

Frank L. Hall
Assistant Design Engineer

FLH:jf
cc: R. D. Asburry
W. R. Fretwell

Routing

Barbee
Hall
A. Olson
Sample
Terpin
Swanson

RECEIVED
JUN 30 1970
DESIGN
DIVISION

Trout
Wills
Heckleman
Scott
R. Olson
Carstensen

624-1979

FORM E-30-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 25, 1970

To: R. D. Asbury
DIVISION ENGINEER

O f f i c e

Attention: Gerald W. Wimer

SUBJECT: Game Commission Property
St. Louis Area
Woodburn Intch.-Hayesville Section
Pacific Highway

The investigation has been completed on the above mentioned project as requested. The results and recommendations pursuant to that investigation are as follows:

The material was sampled and tested for use as embankment and is classified as A-4 type soil. Its physical breakdown shows an LL of 31; PI 6; Sp. G 2.74 with 94.5% pass the #200 screen. The soil is typical for the central Willamette Valley area and its suitability as embankment has already been attested to.

The only problem apparent is the depth to which it would be necessary to excavate. Since the high moisture percentages commence about -2 to-3 ft. with the water table determined at about -8'±. See accompanying drill logs and lab sheet.

William R. Fretwell

William R. Fretwell
DIVISION GEOLOGIST

WRF/cg
Attach.
cc: Frank Hall

Routing

Barnes — Trout
Hall — Wills
A. Olson — Hackleman
Semple — Scott
Terpin — R. Olson
Swenson — Carstensen

RECEIVED
JUN 29 1970
DESIGN
DIVISION

SOIL AND GEOLOGICAL EXPLORATION LOG
Construction Division

Project Woodburn – Hayesville (International) Date May 15, 1970

Highway I-5 Resident Engineer

Prefix 624-1979-910 County Marion

Equipment Used

Depth Station Lt. C.L. Rt.

Hole Location Game Comm. Property. St. Louis Area.

Purpose of Work To check top of Water table & to check MT'l. for Emb.

Hole No.

Soil & Rock				Drill		Sampler & Hammer
Soil Type	% Pass 200	P.I. / L.L.	% Moisture	Driving Resistance Blows/ ___ in.	Depth From / To	O.D. WT. FALL OTHER INFORMATION
						HOLE #1 - S.E. CORNER:
					0'-2'	Dry, Light Brown, Silty Clays
					2'-20'	Light Brown, Plastic, Silty Clays. Wet with depth
						WATER LEVEL: 8'
						HOLE #2 - N.E. CORNER:
					0'-2'	Dry, Silty Clays.
					2'-6'	Plastic, Silty Clays
					6'-12'	Material above Plastic Limit.
					12'-26'	Wet Willamette Silts.
						WATER LEVEL: 8'6"
						HOLE #3 - N.W. CORNER:
					0'-2'	Dry, Silty Clays.
					2'-10'	Very Plastic Silty Clays.
					10'-20'	Wet Willamette Silts.
						WATER LEVEL: 9'

Water Level

Driller

Recorder Fretwell

OREGON STATE HIGHWAY DEPARTMENT
SOIL AND GEOLOGICAL EXPLORATION LOG
Construction Division

Project Woodburn - Hayesville (Informational) Date May 15, 1970

Highway I-5 Resident Engineer

Prefix G4-1979-910 County Marion

Equipment Used

Depth 12' Station Lt. C.L. Rt.

Hole Location Game Comm. Property, St. Louis Area.

Purpose of Work To check top of water table & Mtl. for Emb.

Hole No.

Soil & Rock				Drill		Sampler & Hammer O.D. WT. FALL OTHER INFORMATION
Soil Type	% Pass 200	P.I. / L.L.	% Moisture	Driving Resistance Blows/ ___ in.	Depth From / To	
						HOLE #4 - Approx center of Area.
					0'-2'	Dry, Silty Clays.
					2'-12'	Very Plastic Silty Clays
					12'-20'	Wet Willamette Silts
						WATER LEVEL: 8'6"
						HOLE #5 - SW Corner.
					0-2'	Dry; Silty Clays
					2'-10'	very Plastic, Silty Clays.
					10'-20'	Wet Willamette Silts.
						WATER LEVEL: 9"

Water Level

Driller

Recorder Fairwell

BM 181
LOUIS
Reservoir
Hole #3
Hole #2
Hole #1
Hole #5
Louisiana Pacific Mill
42
23
89
43
54
Sacred Heart Sch
HS
87
44
28
45
53
84
33
32
101
47
4
3
2
52
39
58
61
97
9
R 1 E
R 2 W
T 1 S
T 2 S
ELECTRIC
FREEWAY
BALLROCK
PACIFIC
OREGON
SOUTHERN
HIGHWAY
EAST
RUTTENBERG BEACH
Road 27
BM 182
BM 183
Pioneer School
Pioneer Cemetery

Form E-99

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	Informational, Hayesville - Woodburn	Prefix No.	624-1979-910
Highway	I-5	County	Marion
Contractor	Contract No.	F. A. Project No.	
Submitted by	Wm. Fretwell	Date Reported	June 26, 1970
		Laboratory Charges	$82.50

REPORT ON SAMPLE OF SOIL

Source of material	St. Louis Area - Game Commission Property	Laboratory No.	930333
Sampled or inspected at		Data Sheet No.	A34565
To be used	Embankment	Date received	June 16, 1970
Sampled or inspected by	Prodzinski	Quantity represented	
Type of material			
Sample No.			

TEST RESULTS

SOIL CONSTANTS		SIEVE ANALYSIS: Ret. on	% Single Sieve
L.L.	31	4	0.0
P.I.	6	10	0.0
Sp. Gr. (Le Chatelier)	2.74	40	0.6
Sand Equivalent	%	60	0.2
Natural Moisture	%	200	4.7
Loss on Ignition	%	P200	94.5
Classification	A-4		

DENSITY DETERMINATION:

T-99 Dry Density, lbs./c.f.	% Moisture
99.4	16.1
101.4	18.5
101.0	20.9
99.1	23.1
96.6	24.5

STABILOMETER			
Moisture %	25.5	23.2	19.5
Exudation Press. psi	151	179	426
Expansion Pres. CT in.	0.0	0.0	2.0
Displacement	5.3	5.5	3.6
Compaction, psi	10	70	350
"R" Value	6	8	26
Density pcf	96.3	98.7	107.0
Water loss ml.	0	0	0
Comp. Water Loss at blows	0	0	0

Degradation—Pass No. 20 ——— % H ——— in.

HYDROMETER ANALYSIS:		Passing No. 10		Total Sample
Particles larger than 2.0 mm.		%	0.0	%
Coarse sand, 2.0 to 0.42 mm.	0.6	%	0.6	%
Fine sand, 0.42 to 0.074 mm.	4.9	%	4.9	%
Silt, 0.074 to .02 mm.	43.7	%	43.7	%
Silt 0.02 to 0.005 mm.	28.1	%	28.1	%
Clay, smaller than 0.005 mm.	22.7	%	22.7	%
Colloids, smaller than 0.001 mm.		%		%

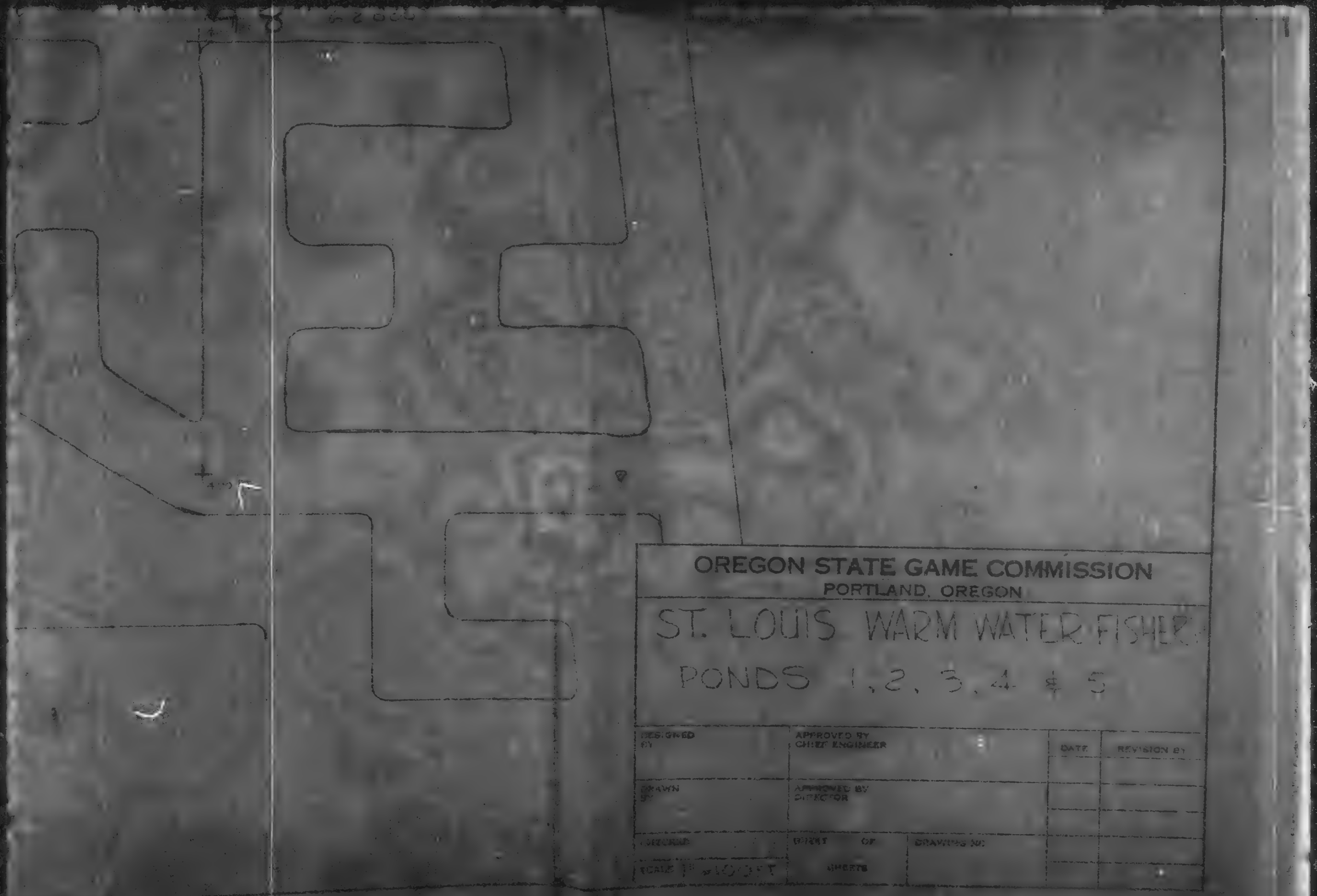
TEST REPORT DISTRIBUTION:

- Bureau of Public Roads
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- X Division Engineer — Asburry
- Resident Engineer
- Dist. Maint. Supt.
- X Soils and Geology
- 2 X Files
- X Fretwell

REMARKS:

John C. Jackson

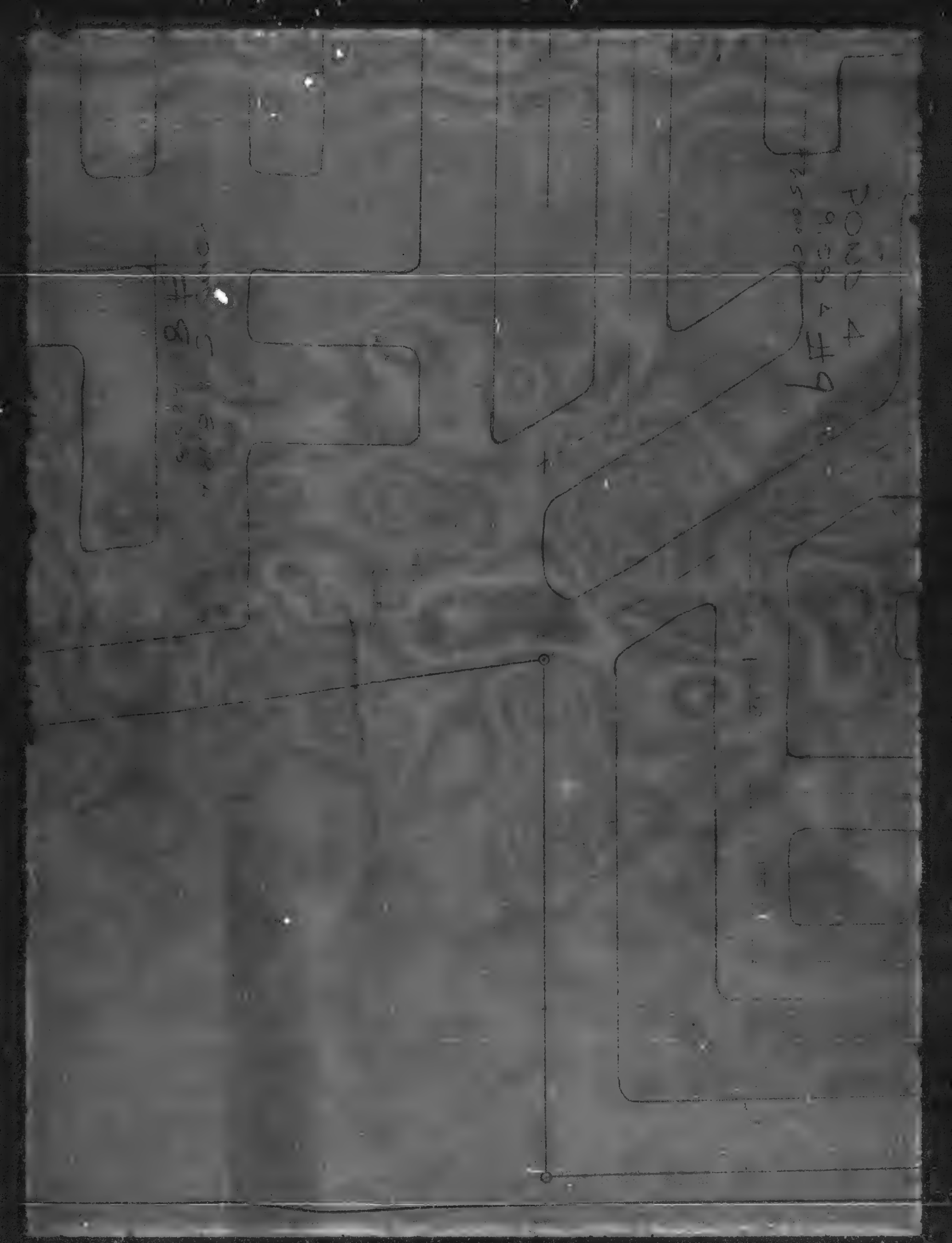
Engineer of Materials

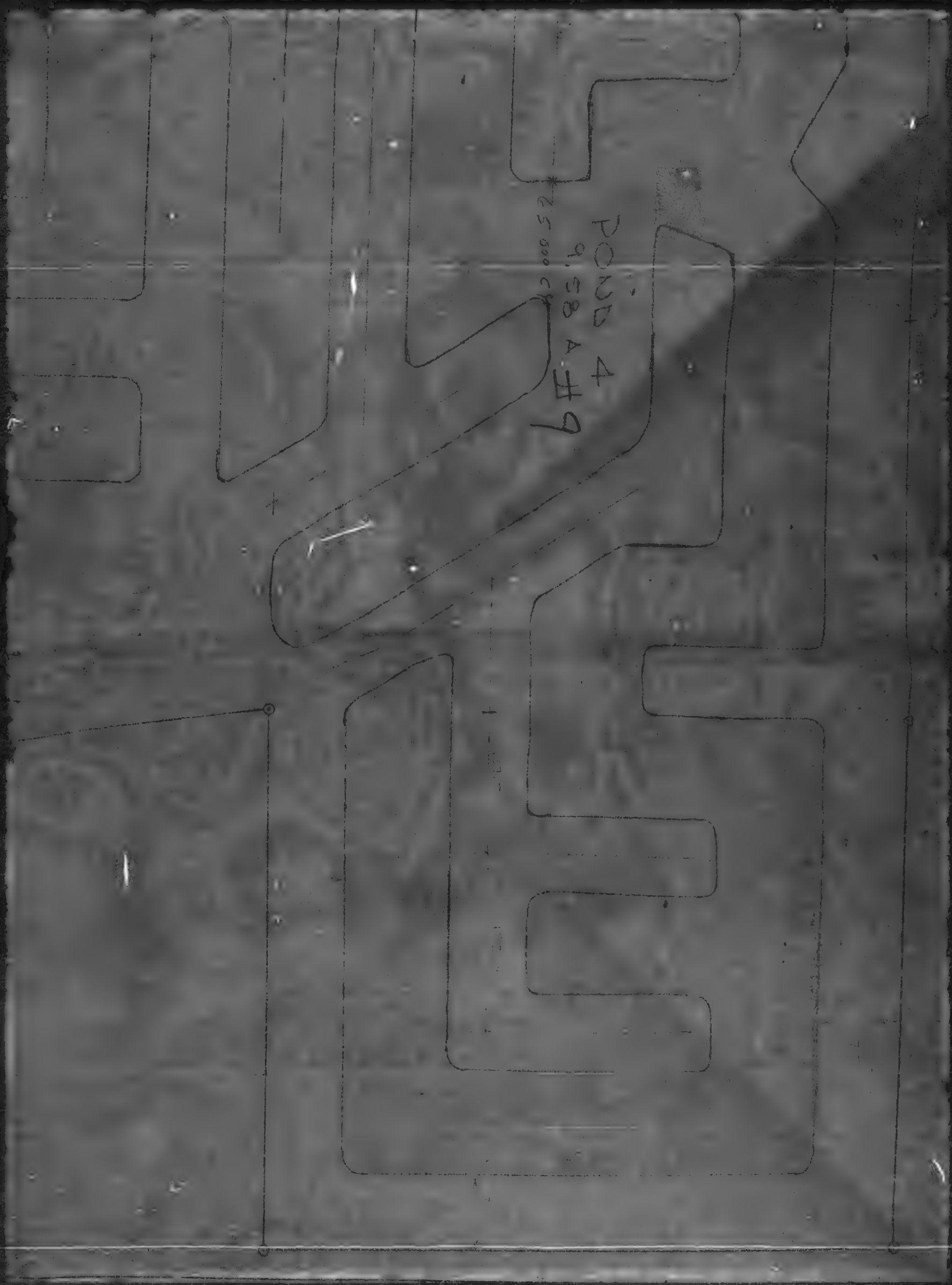


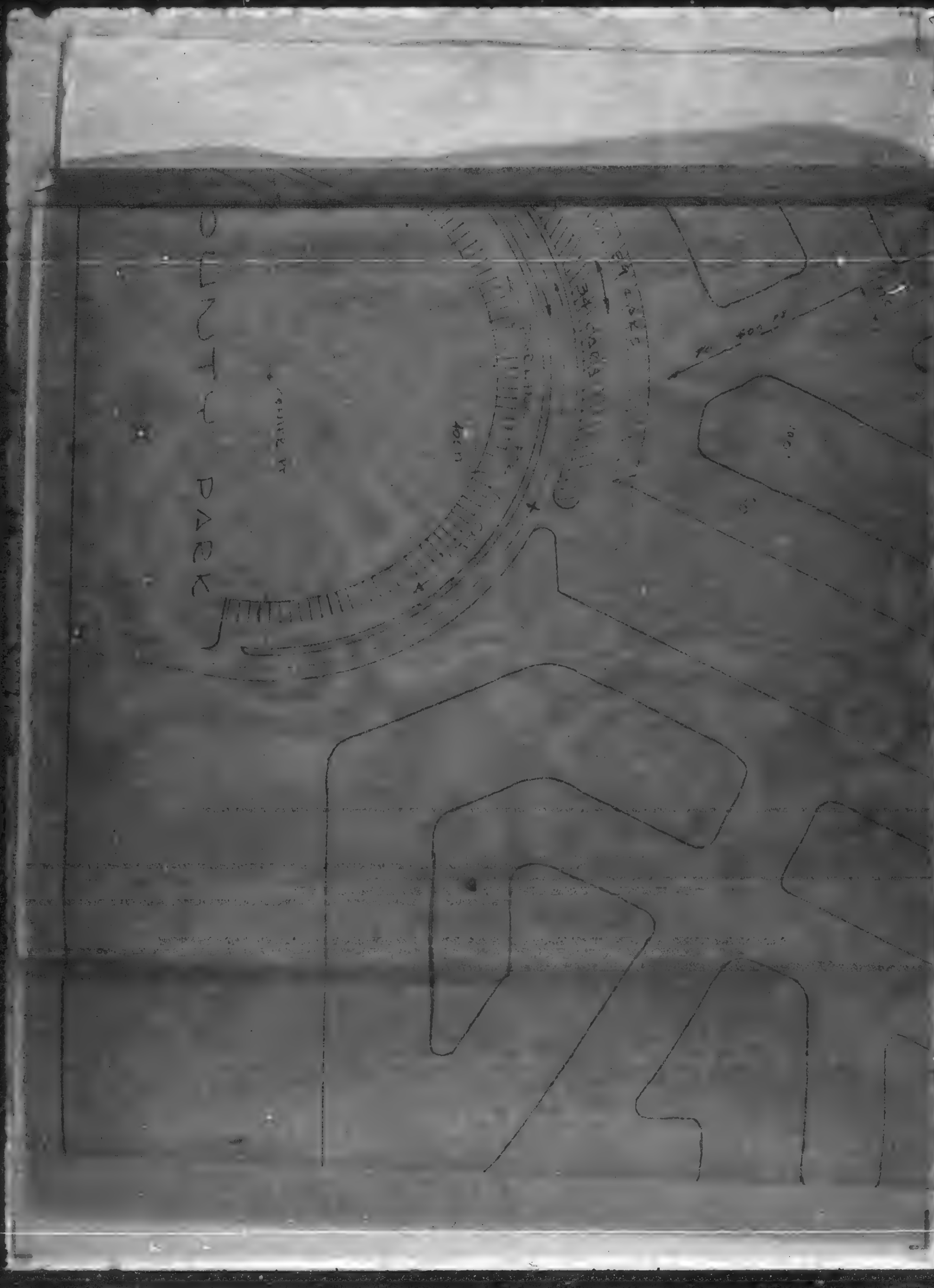
OREGON STATE GAME COMMISSION
PORTLAND, OREGON

ST. LOUIS WARM WATER FISHERY
PONDS 1, 2, 3, 4 & 5

DESIGNED BY	APPROVED BY CHIEF ENGINEER		DATE	REVISION BY
DRAWN BY	APPROVED BY DIRECTOR			
CHECKED	SHEET OF SHEETS	DRAWING NO.		
SCALE 1" = 100 FT				




POND 4
9.58 AC FT
2500 CY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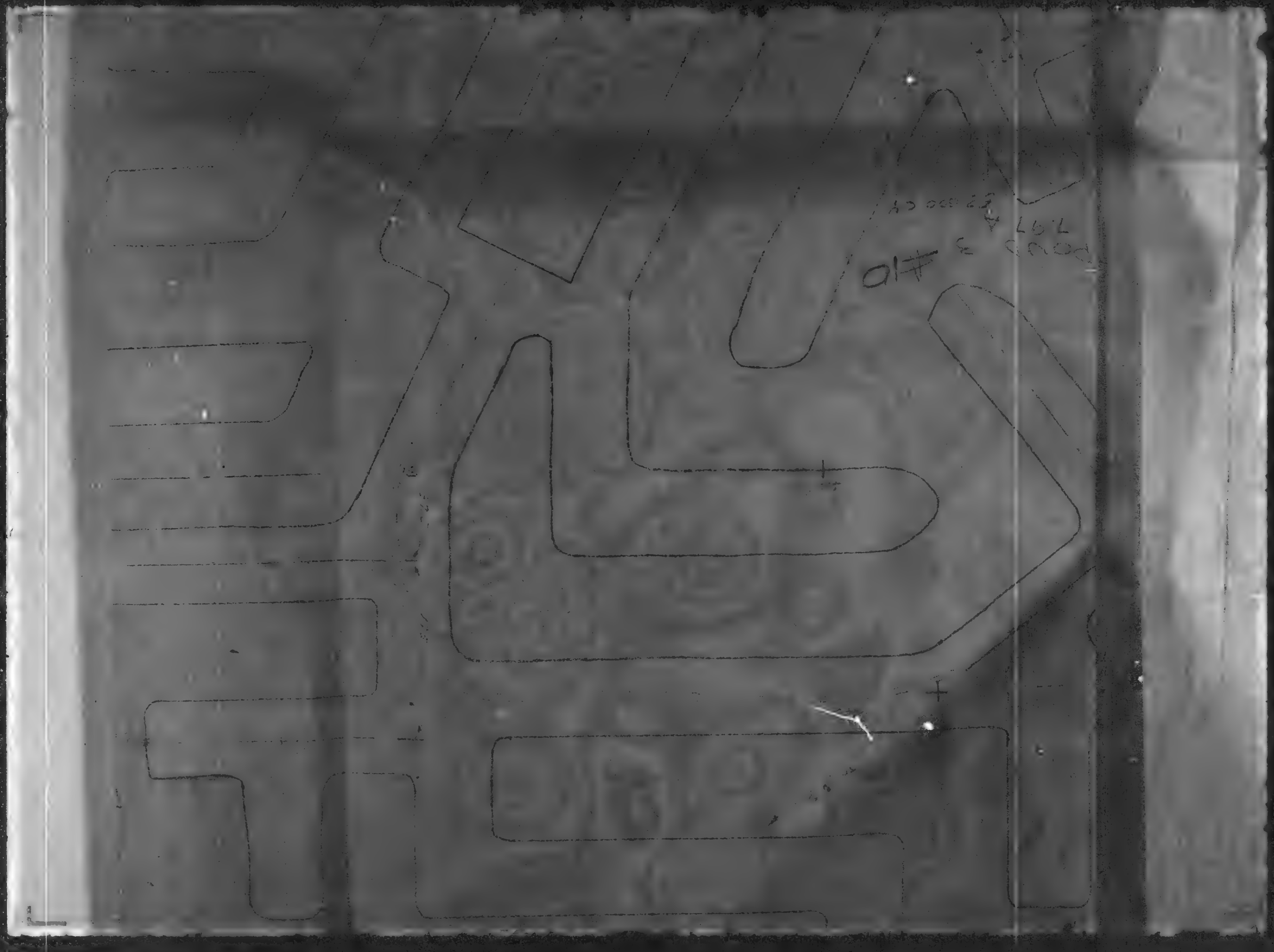
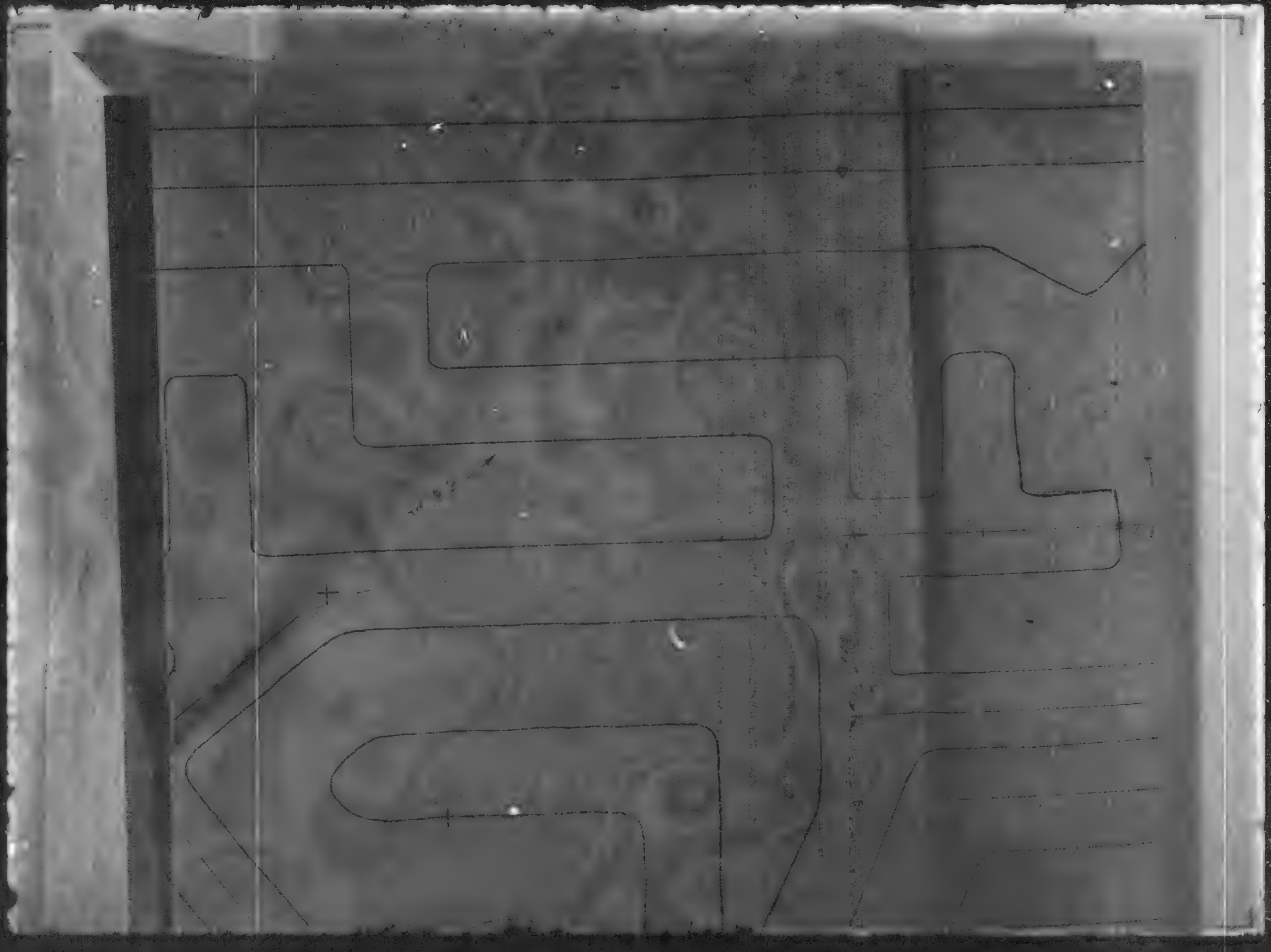




POND 2 #11
9.59 A
66,000 CY

400 FT

100'

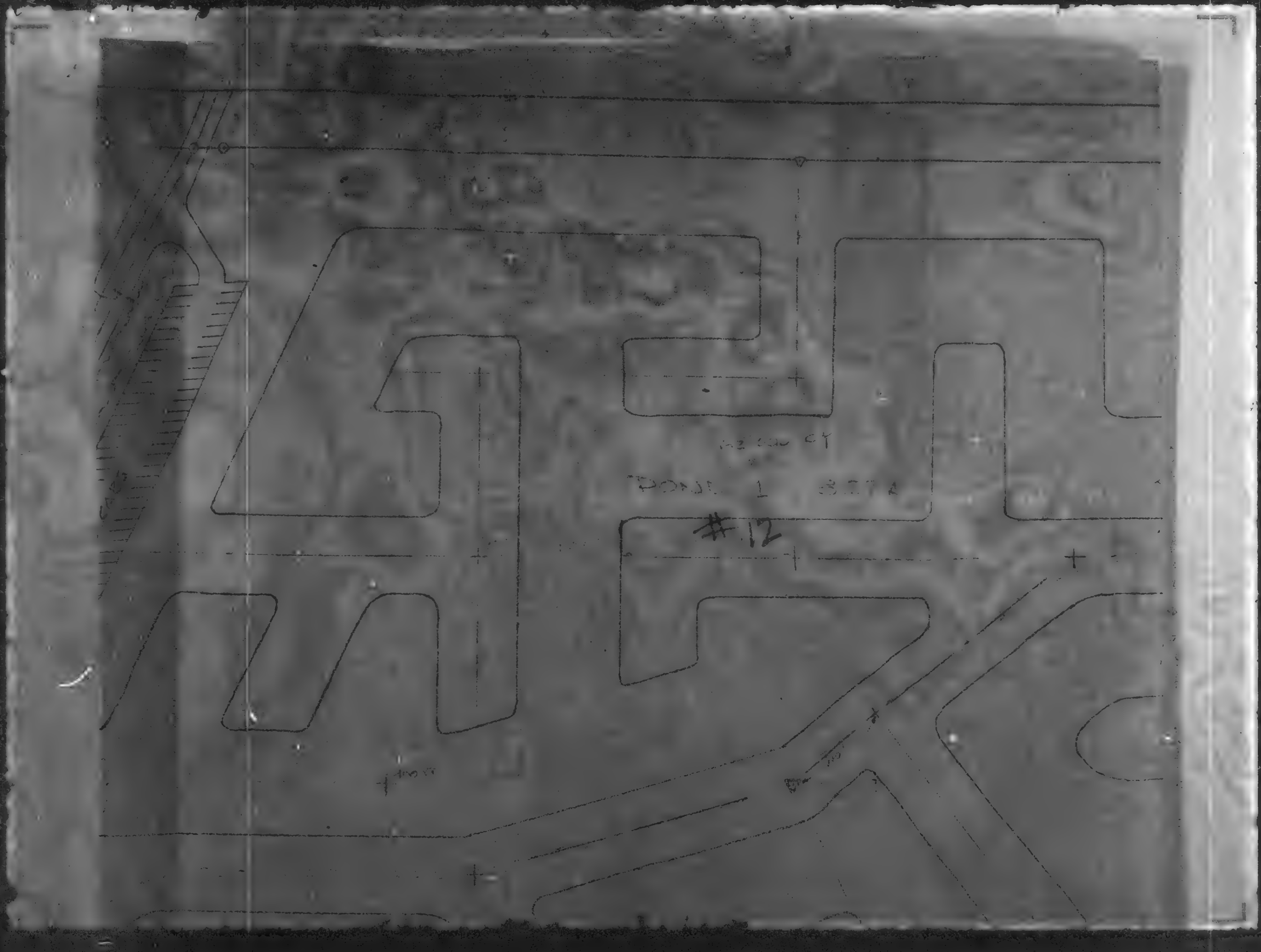
75'

100'

400 FT

406

COUNTY


#12

POND 2 #11
9.59 A
65 000 CY

400 FT

225

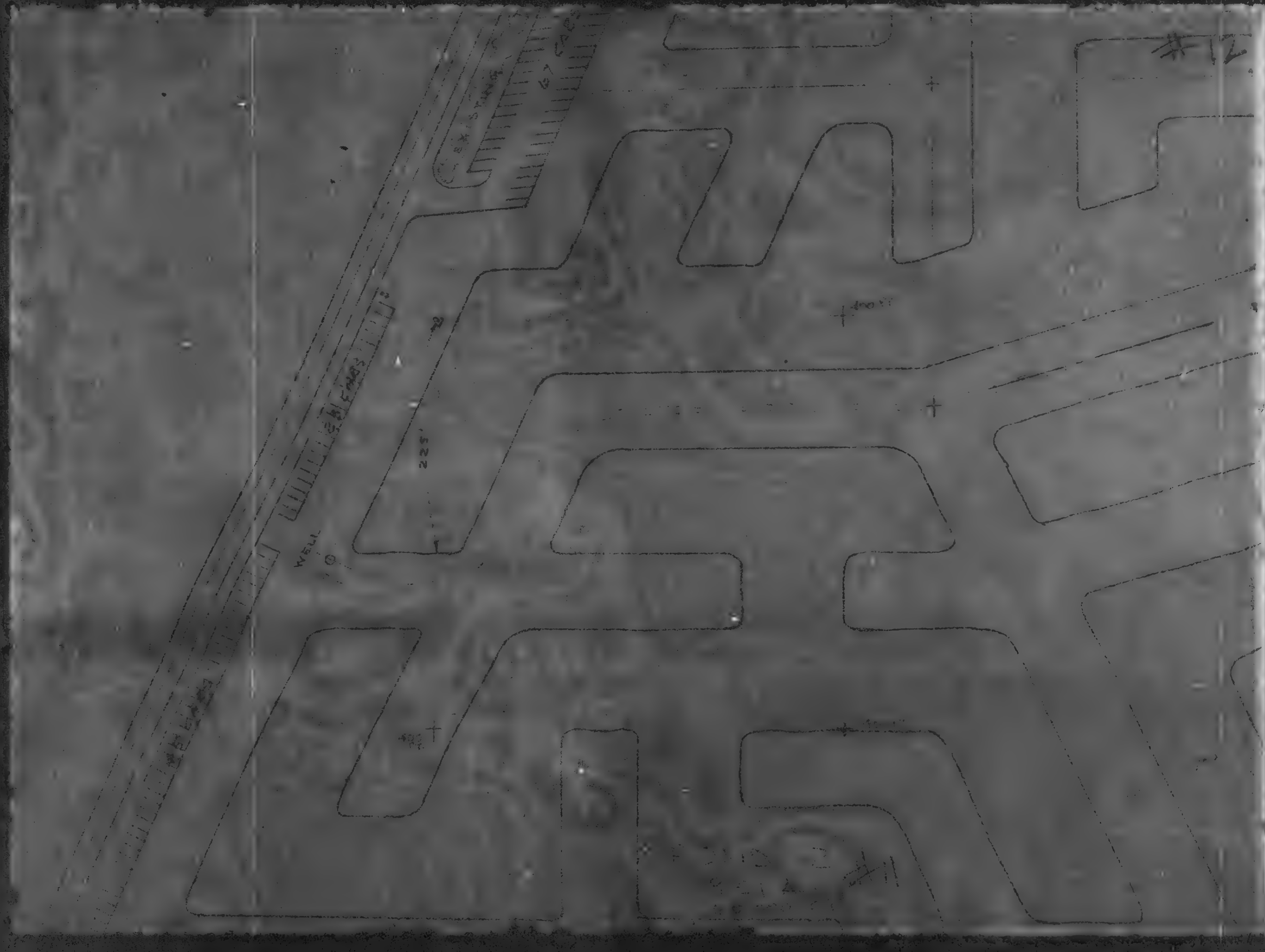
100'

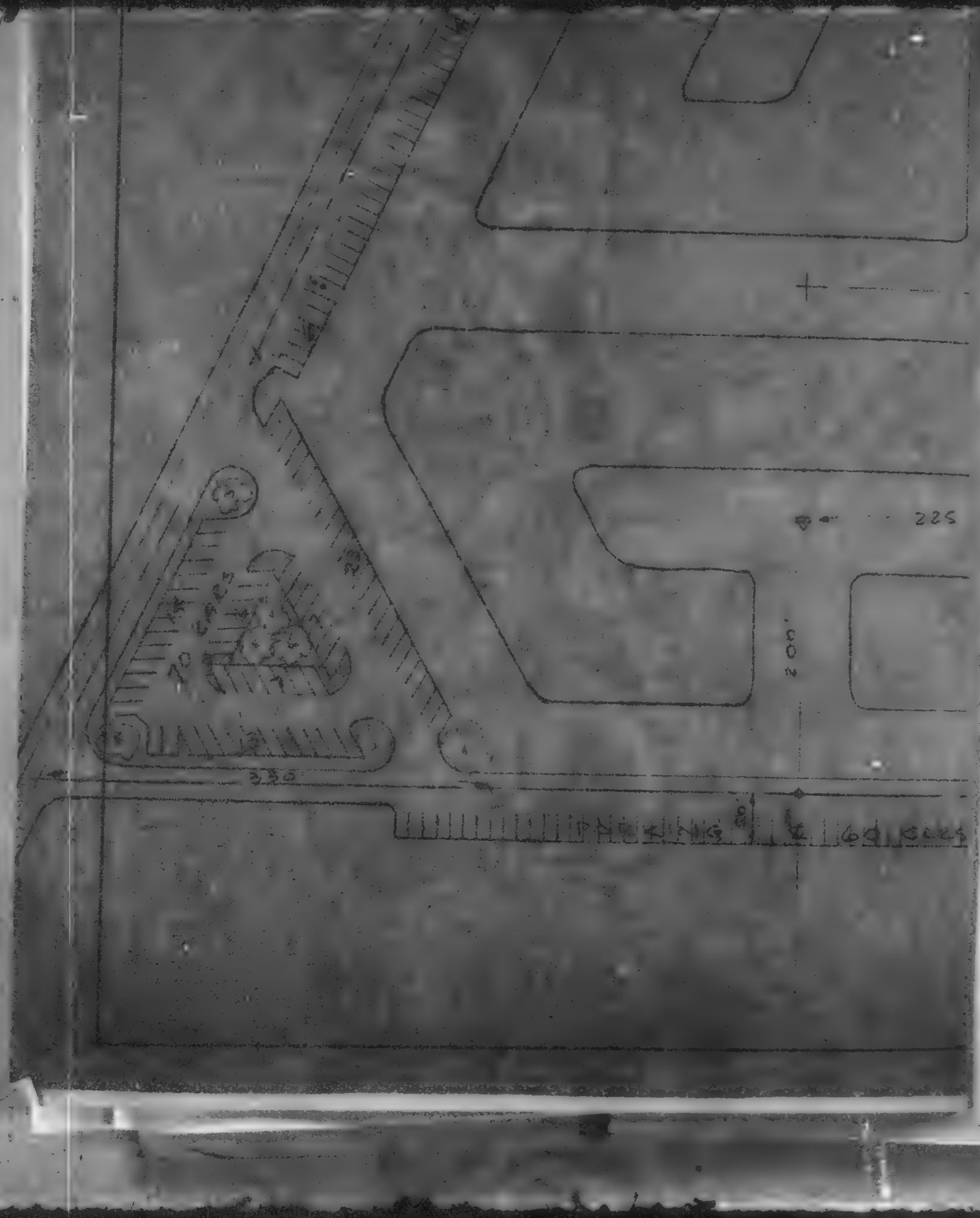
25'

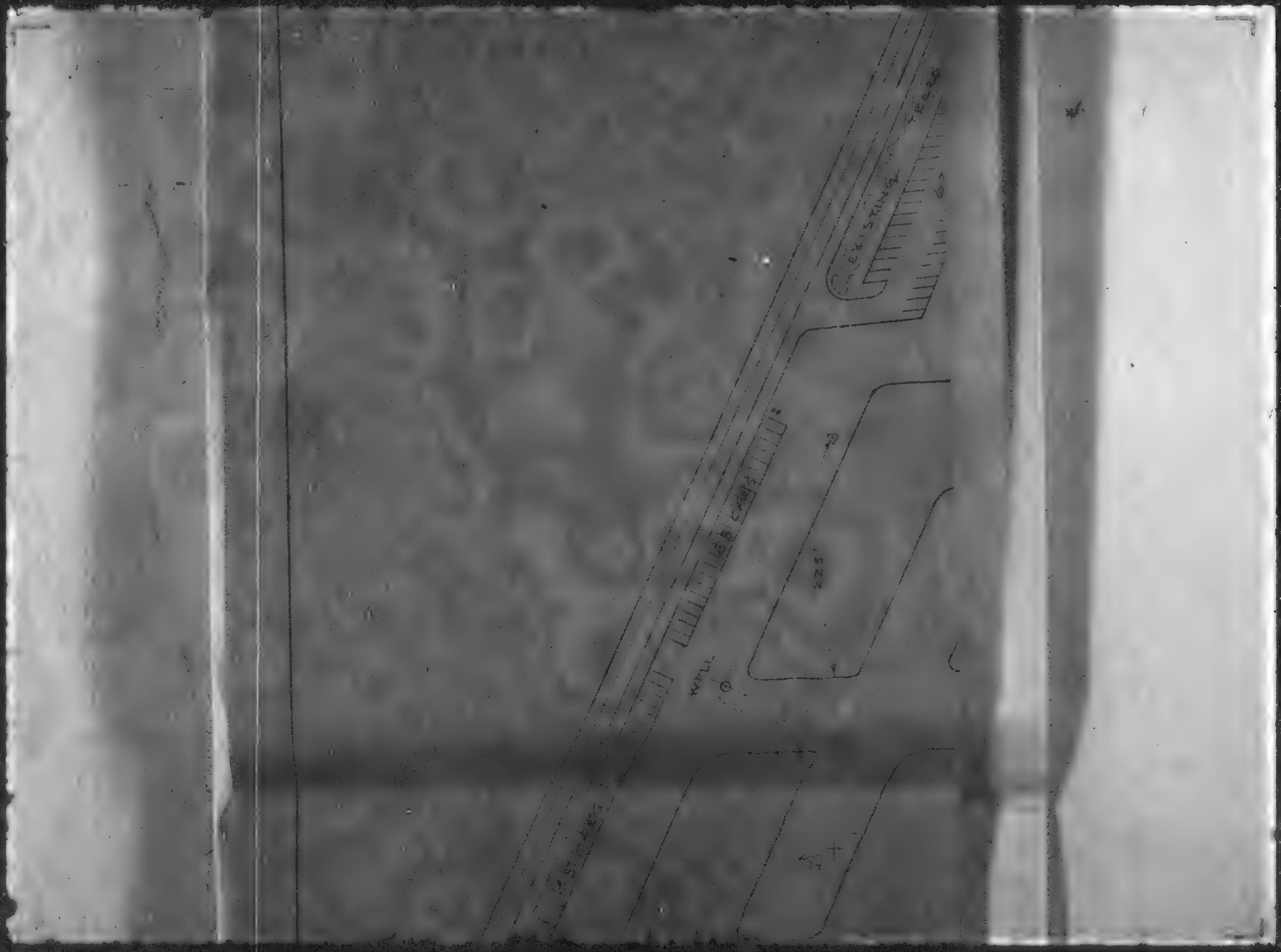
100'

400 FT

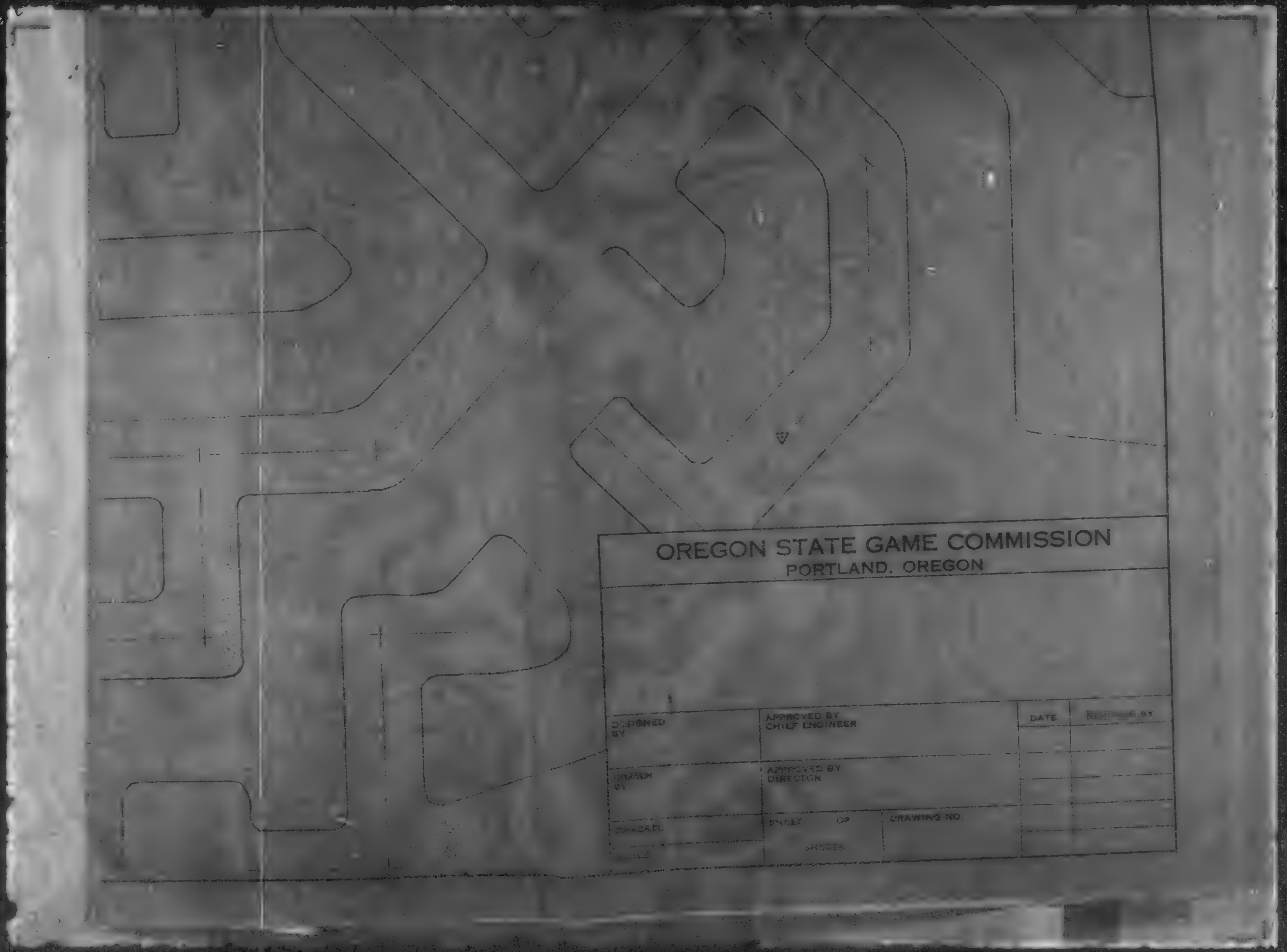
N 0 0


WELL
225'


225
350


EXISTING TREES
WELL
225'

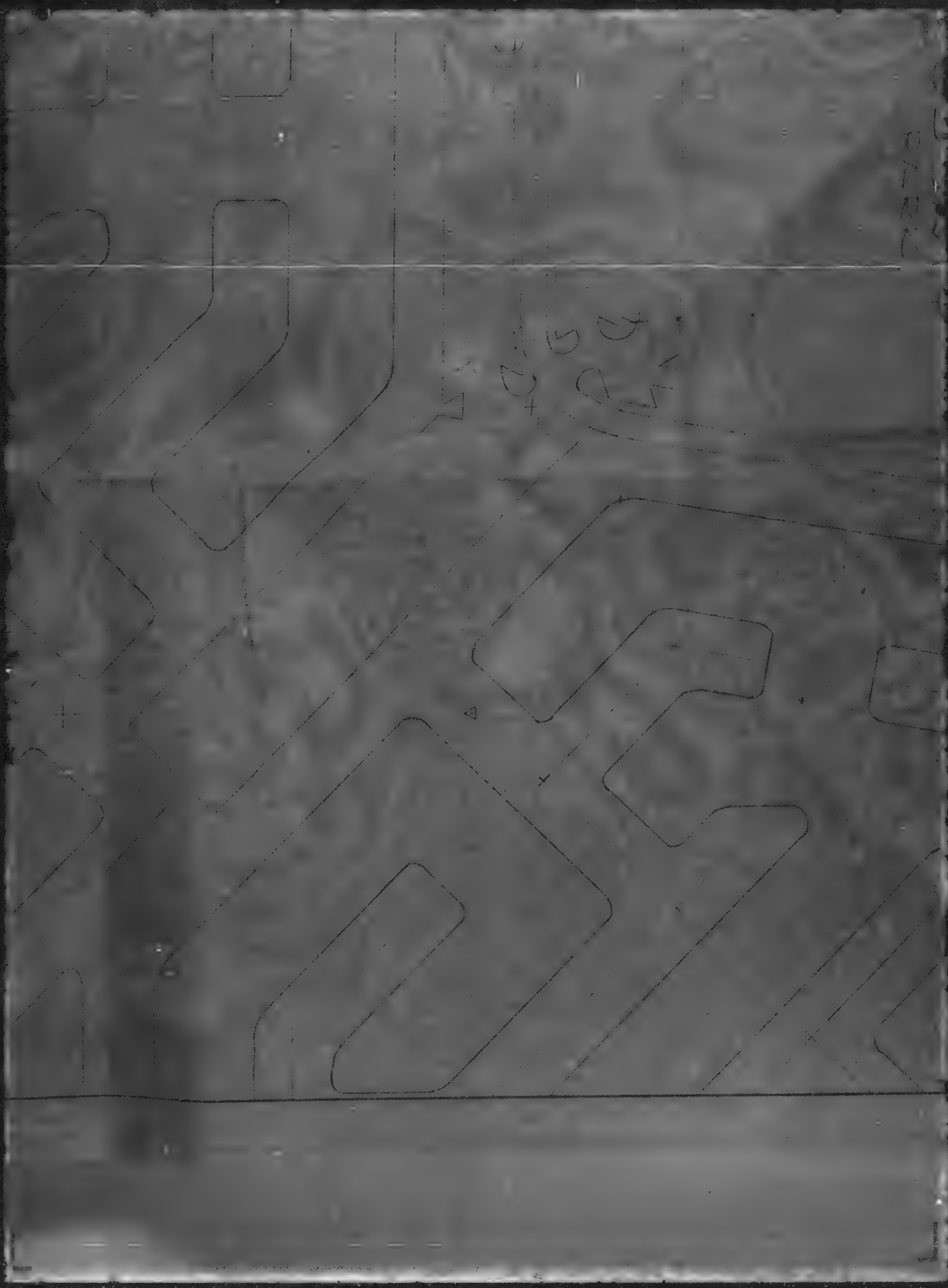
EXISTING

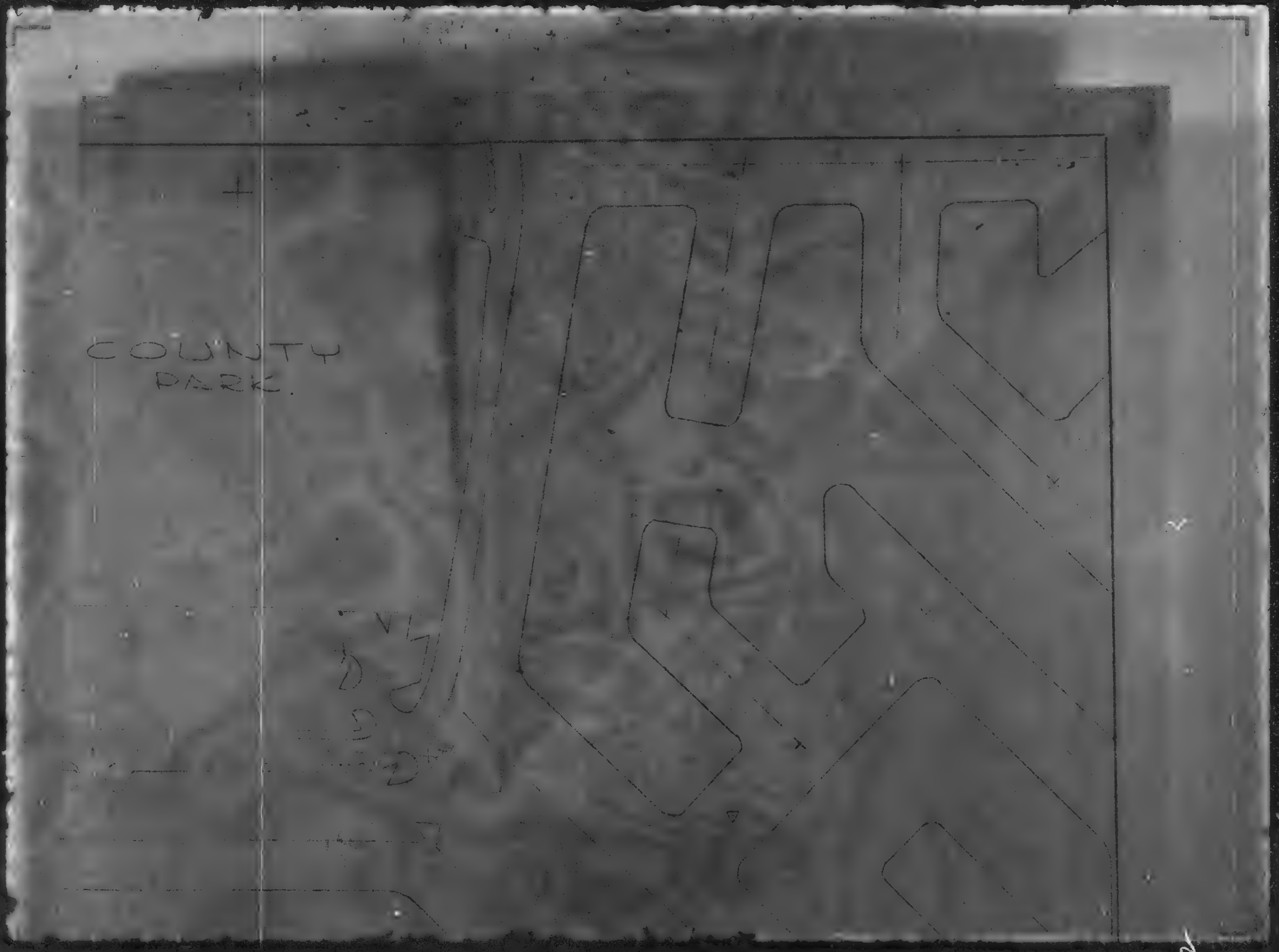


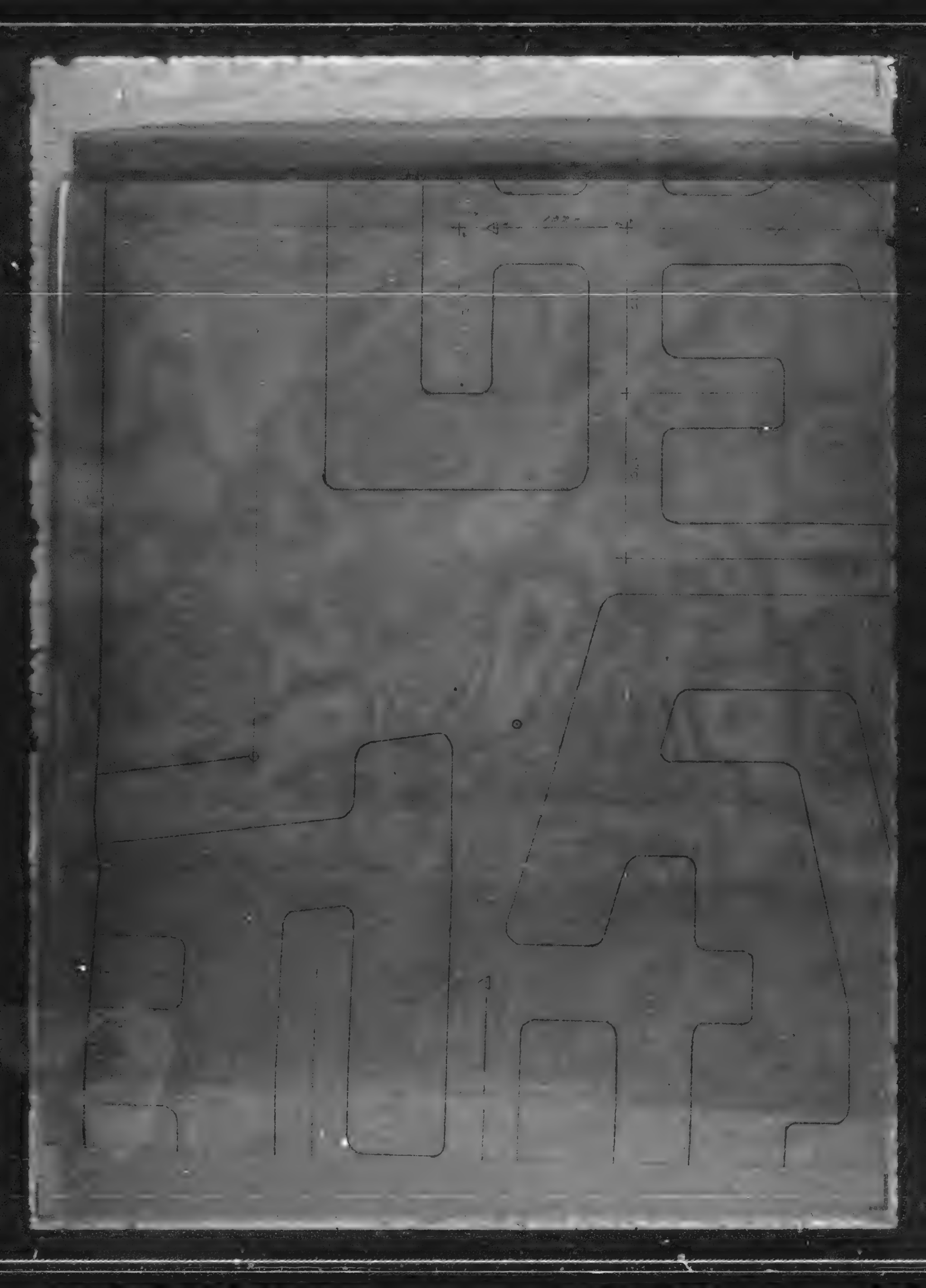
OREGON STATE GAME COMMISSION

PORTLAND, OREGON

DESIGNED BY	APPROVED BY CHIEF ENGINEER		DATE	REVISION BY
DRAWN BY	APPROVED BY DIRECTOR			
CHECKED	SHEET OF	DRAWING NO.		



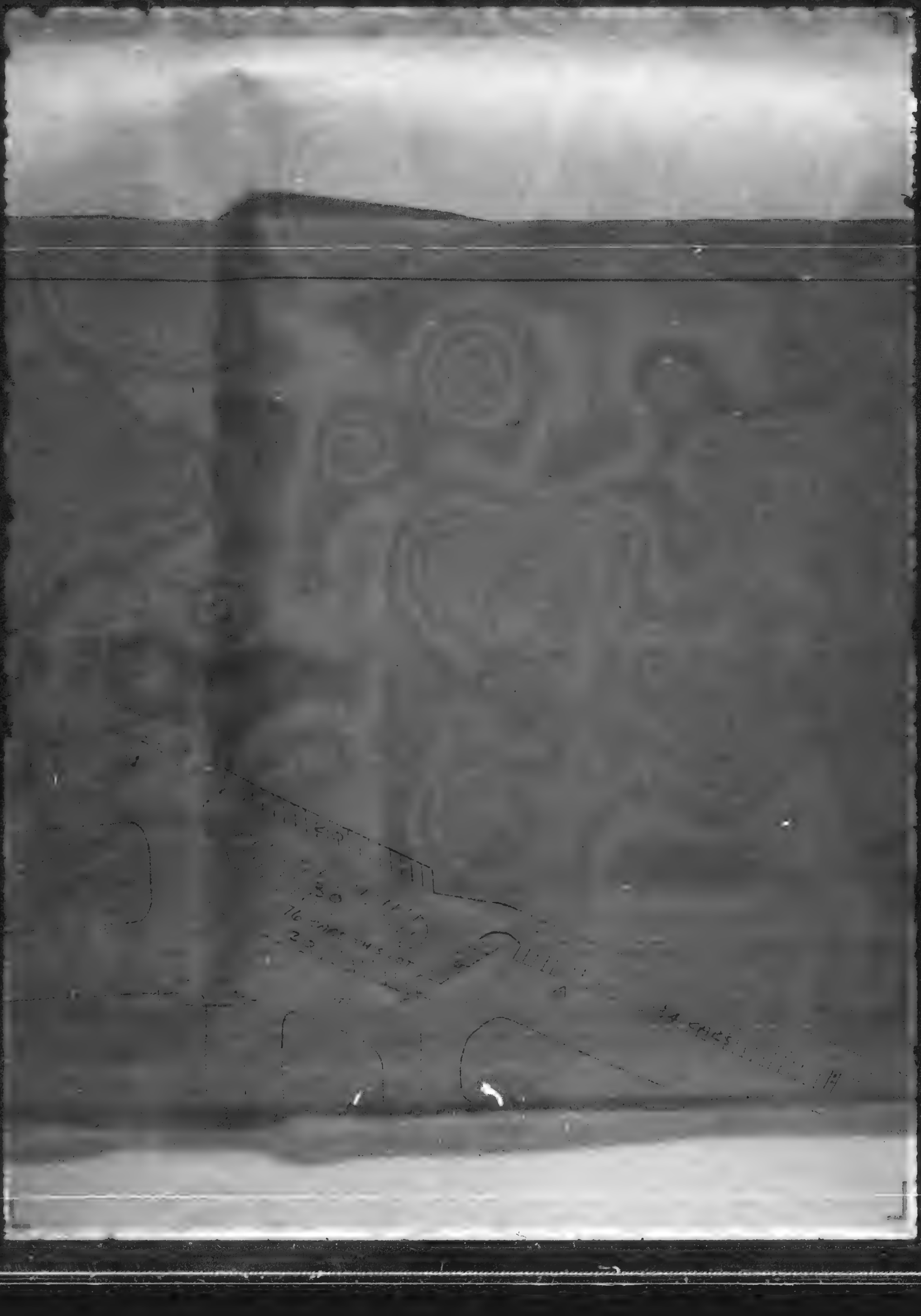

COUNTY
PARK



POND 11 9.0 A

POND 13 9.0 Ac

AUG 12
1234



N 12272
E 2583.2

OREGON STATE GAME COMMISSION
PORTLAND, OREGON

DESIGNED BY	APPROVED BY CHIEF ENGINEER		DATE	REVISION BY
DRAWN BY	APPROVED BY DIRECTOR			
CHECKED	SHEET OF SHEETS	DRAWING NO.		
SCALE				

#
75'
30'

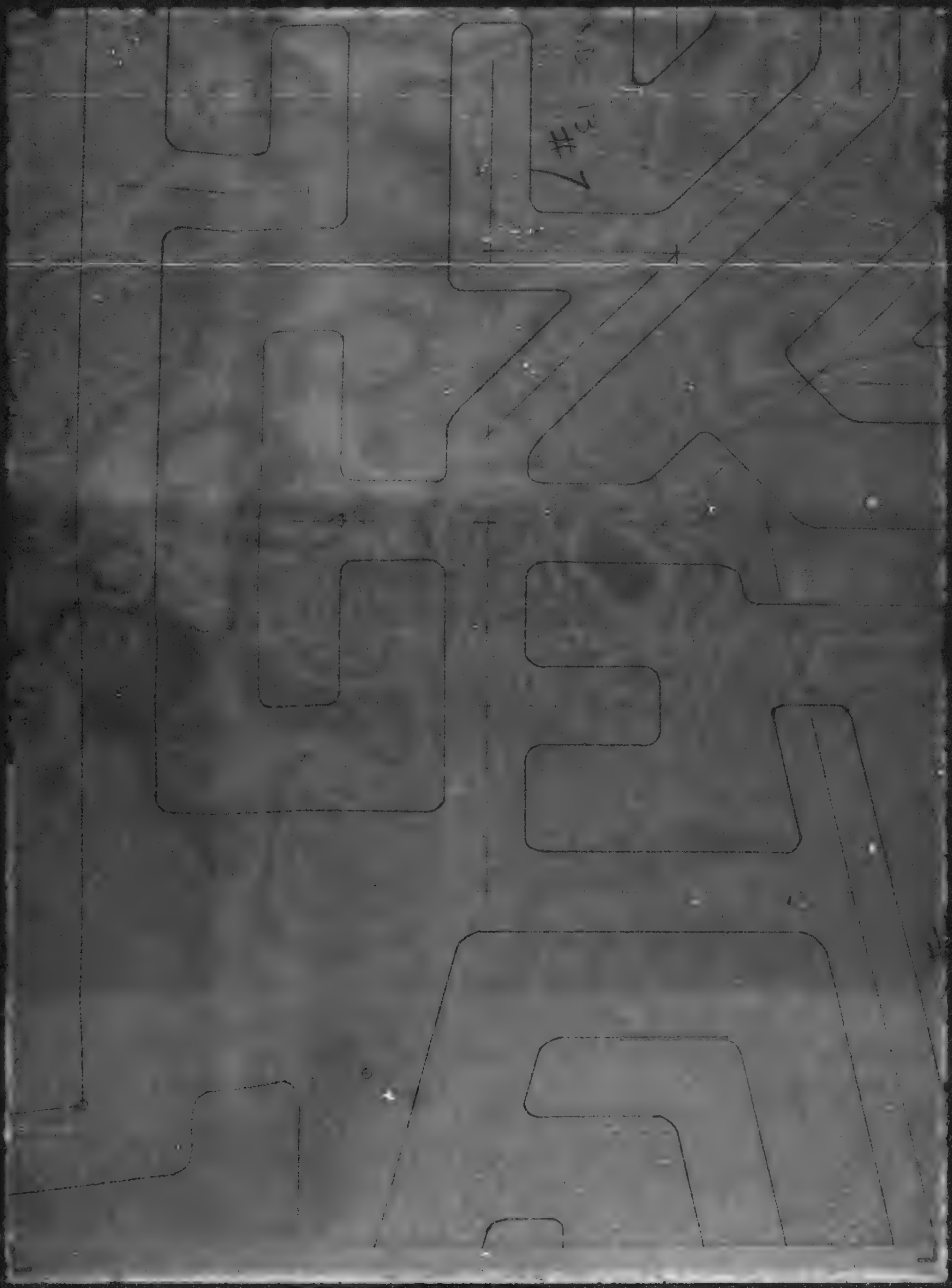
Leave, Or
Excavate

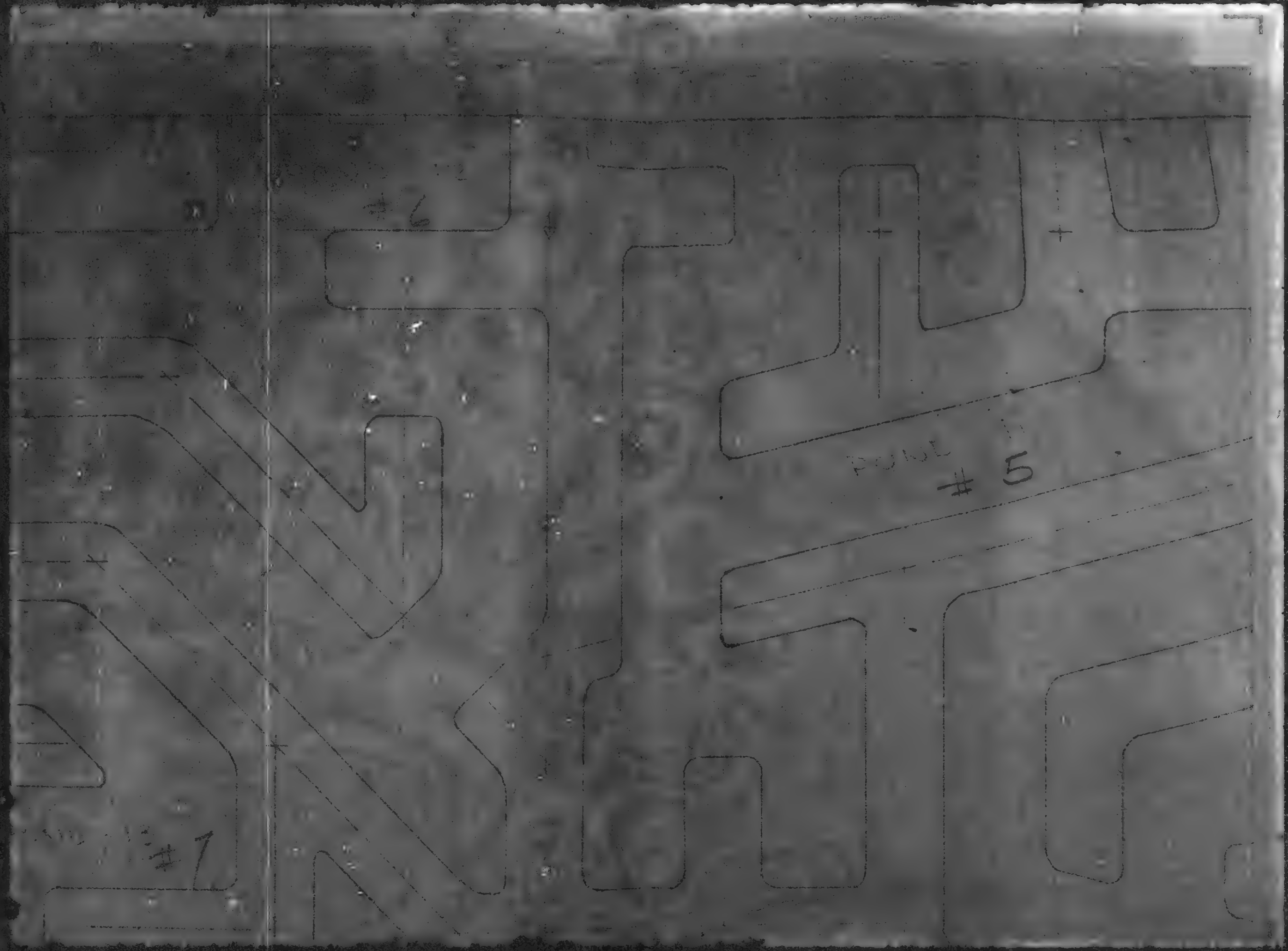
POND 9 8.7ac

#13

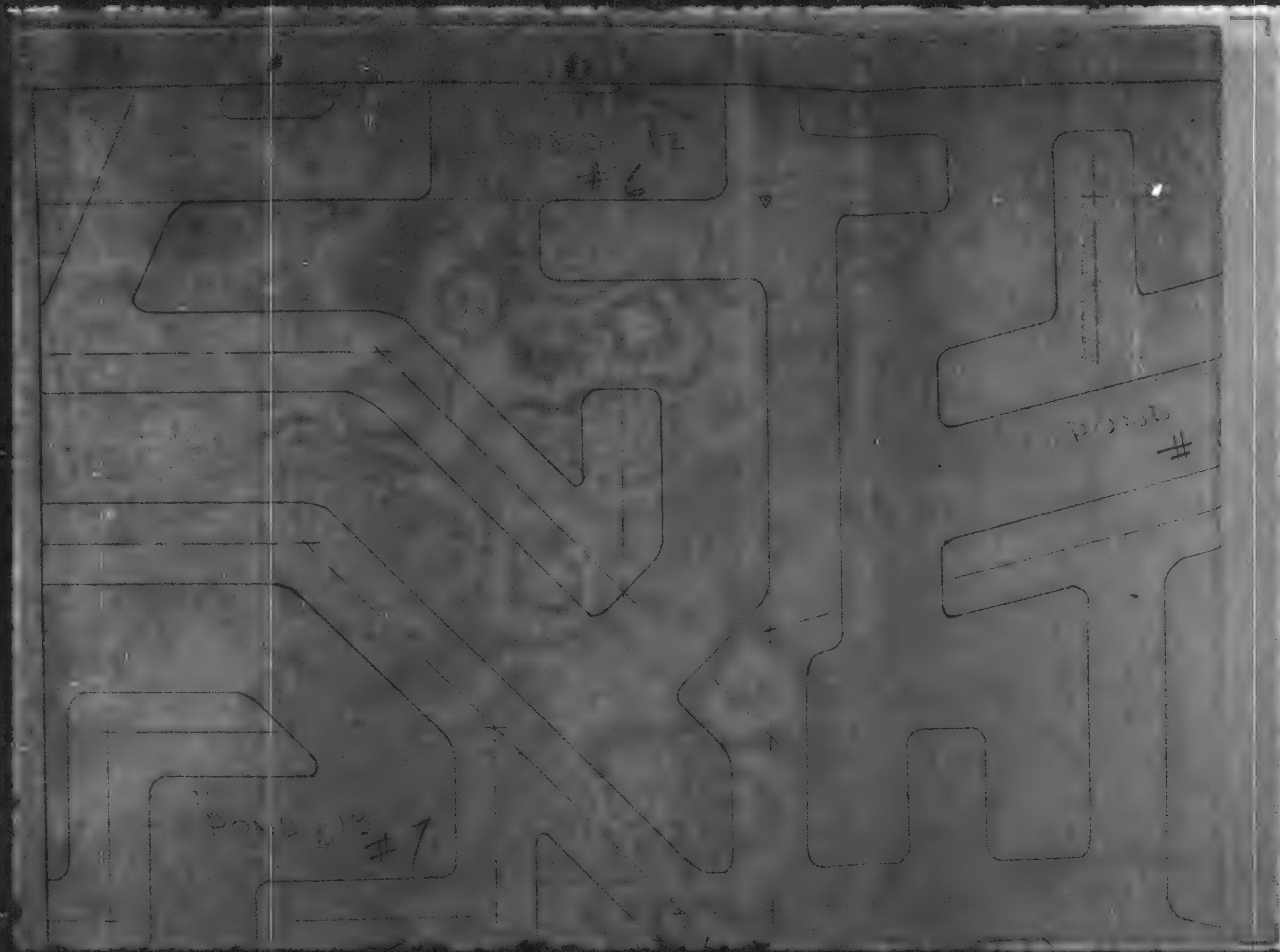
POND IO 1154
#4

POND NO 9.16A
#4




POND
#5
#7

POND #
POND #7

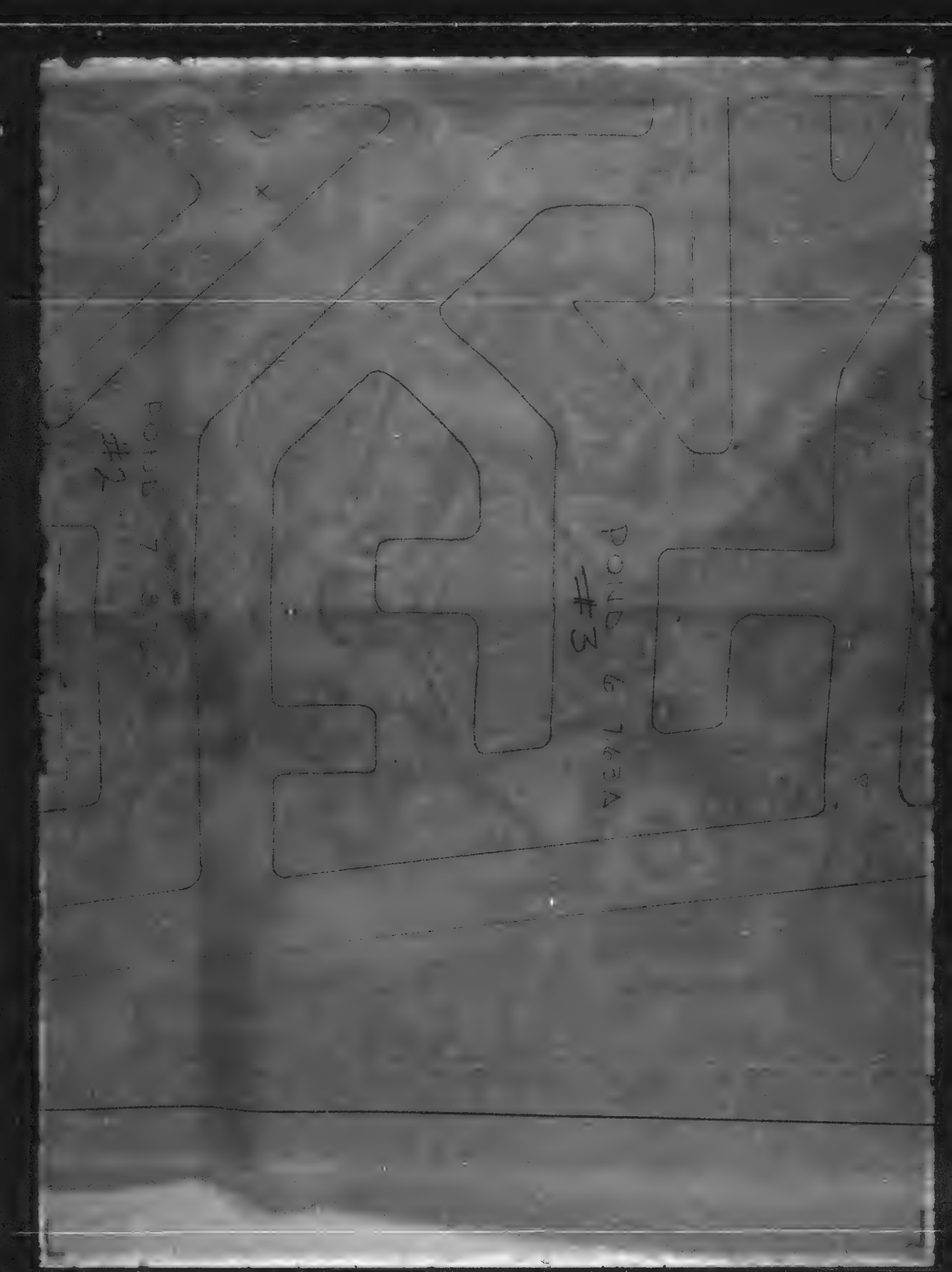

POND #1
POND #2

#2

OREGON STATE GAME COMMISSION

PORTLAND, OREGON

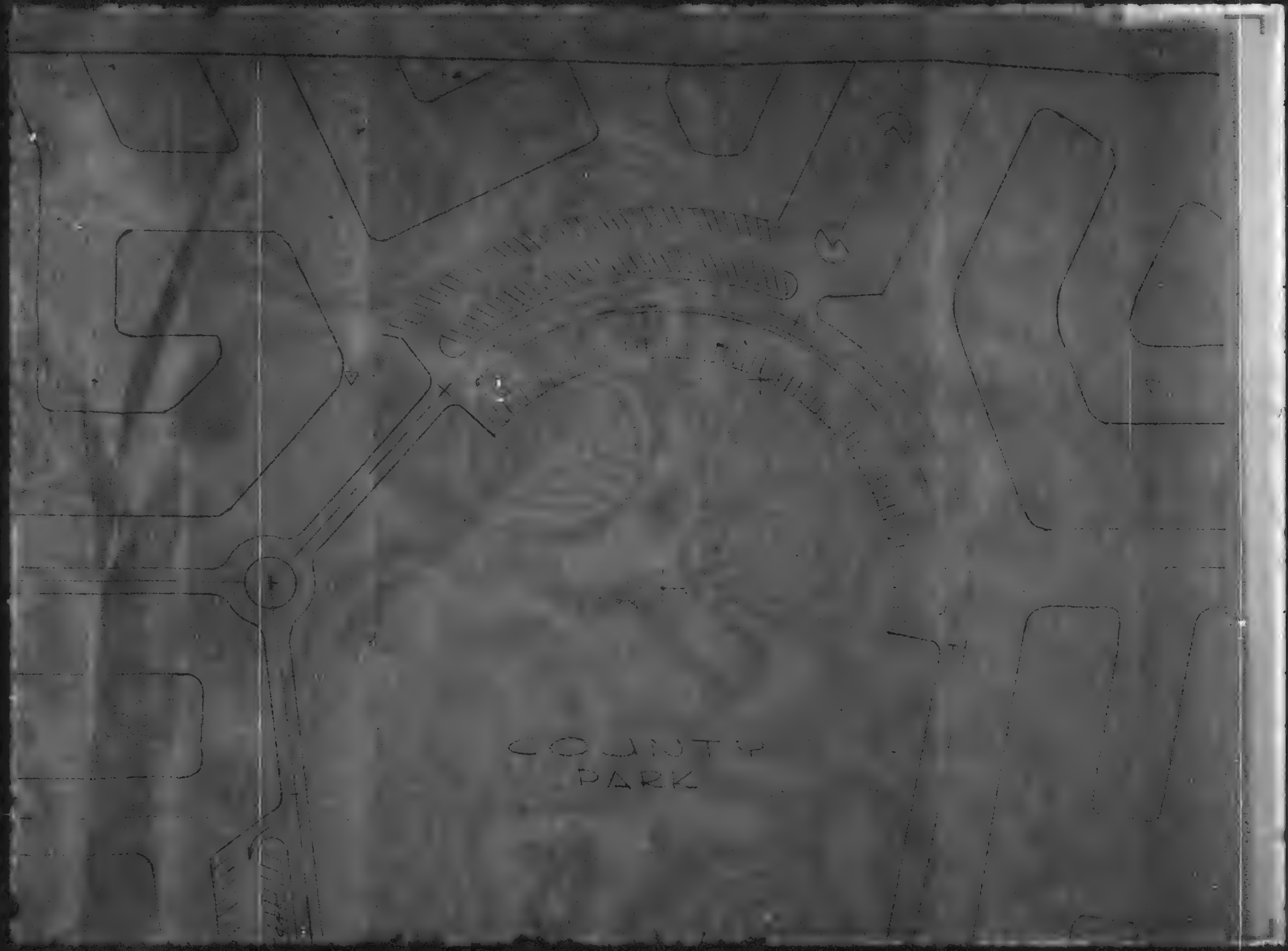
DESIGNED BY	APPROVED BY CHIEF ENGINEER	DATE	REVISION BY
DRAWN BY	APPROVED BY DIRECTOR		
CHECKED BY	SHEET OF SHEETS	DRAWING NO.	
SCALE			

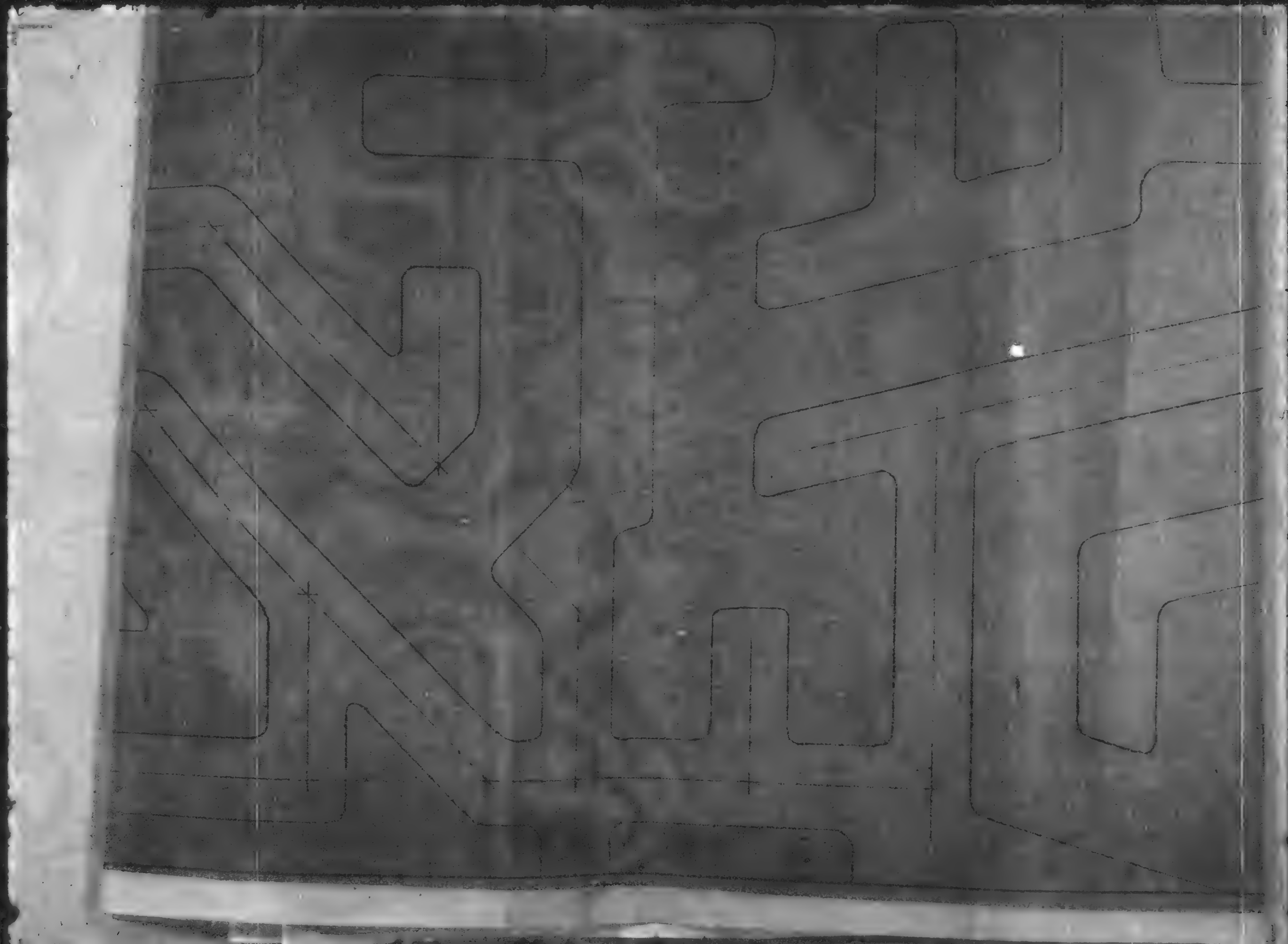

Point #2
Point #3

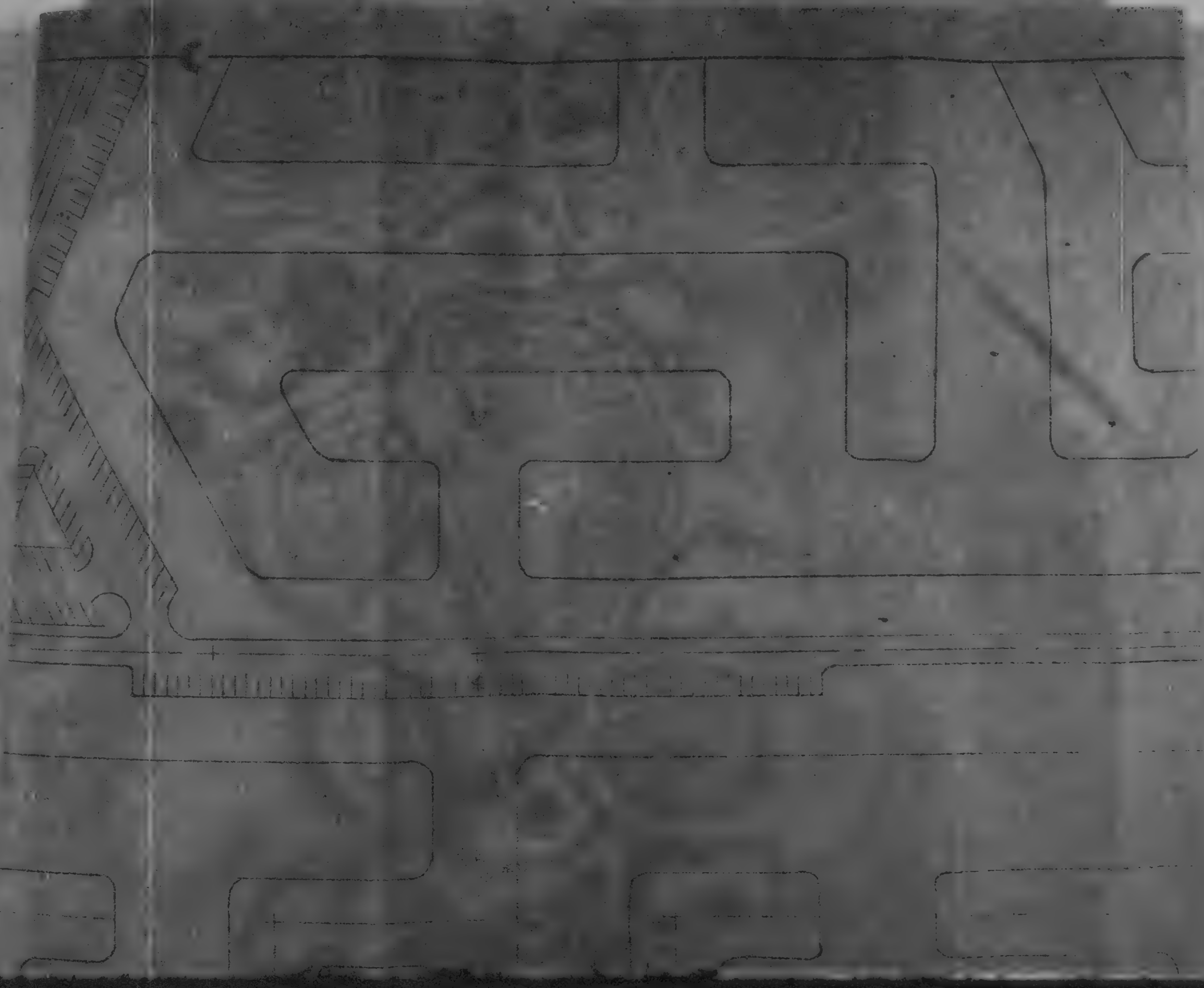
POND 6 7.63A
#3

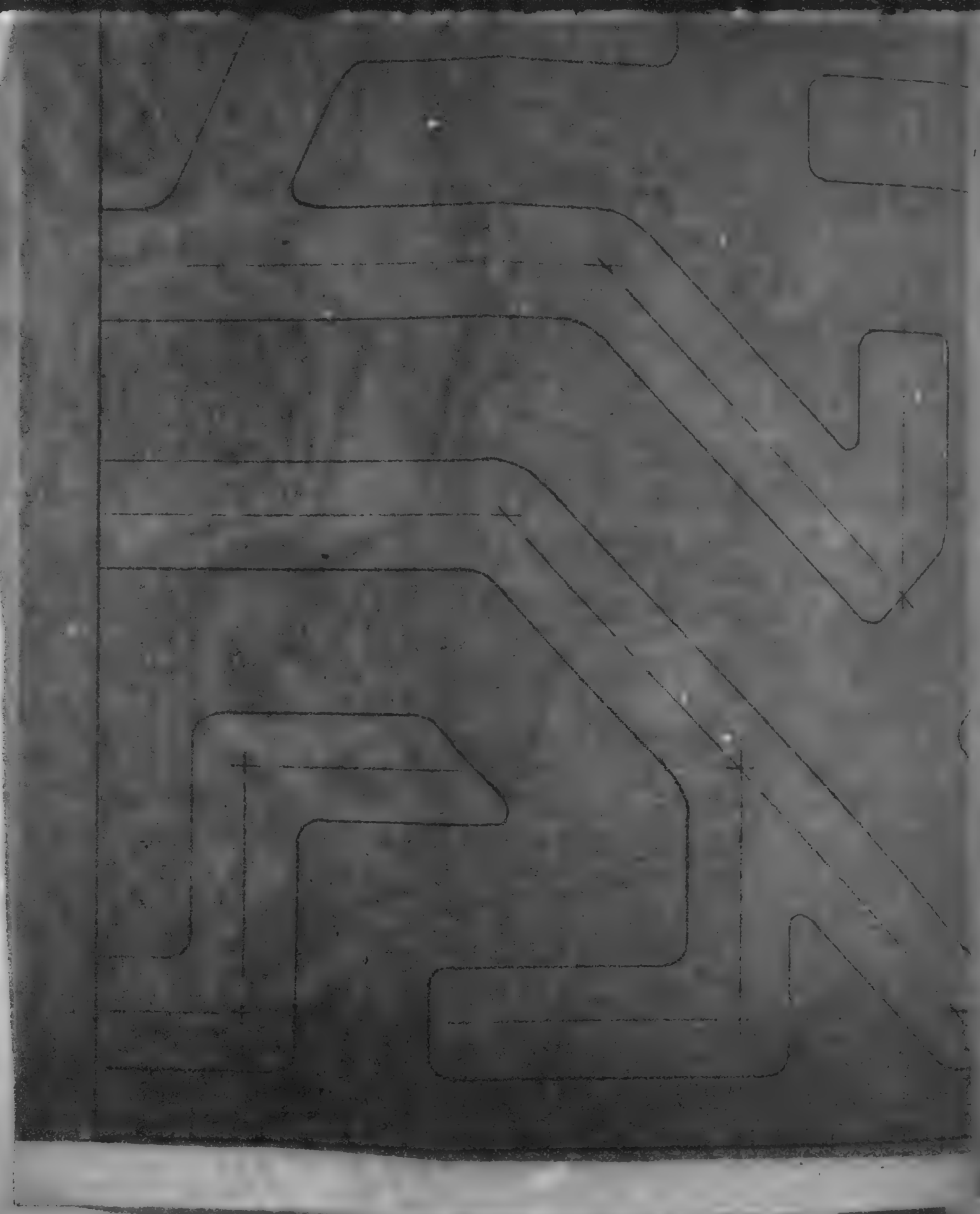
POND 10 9.15A

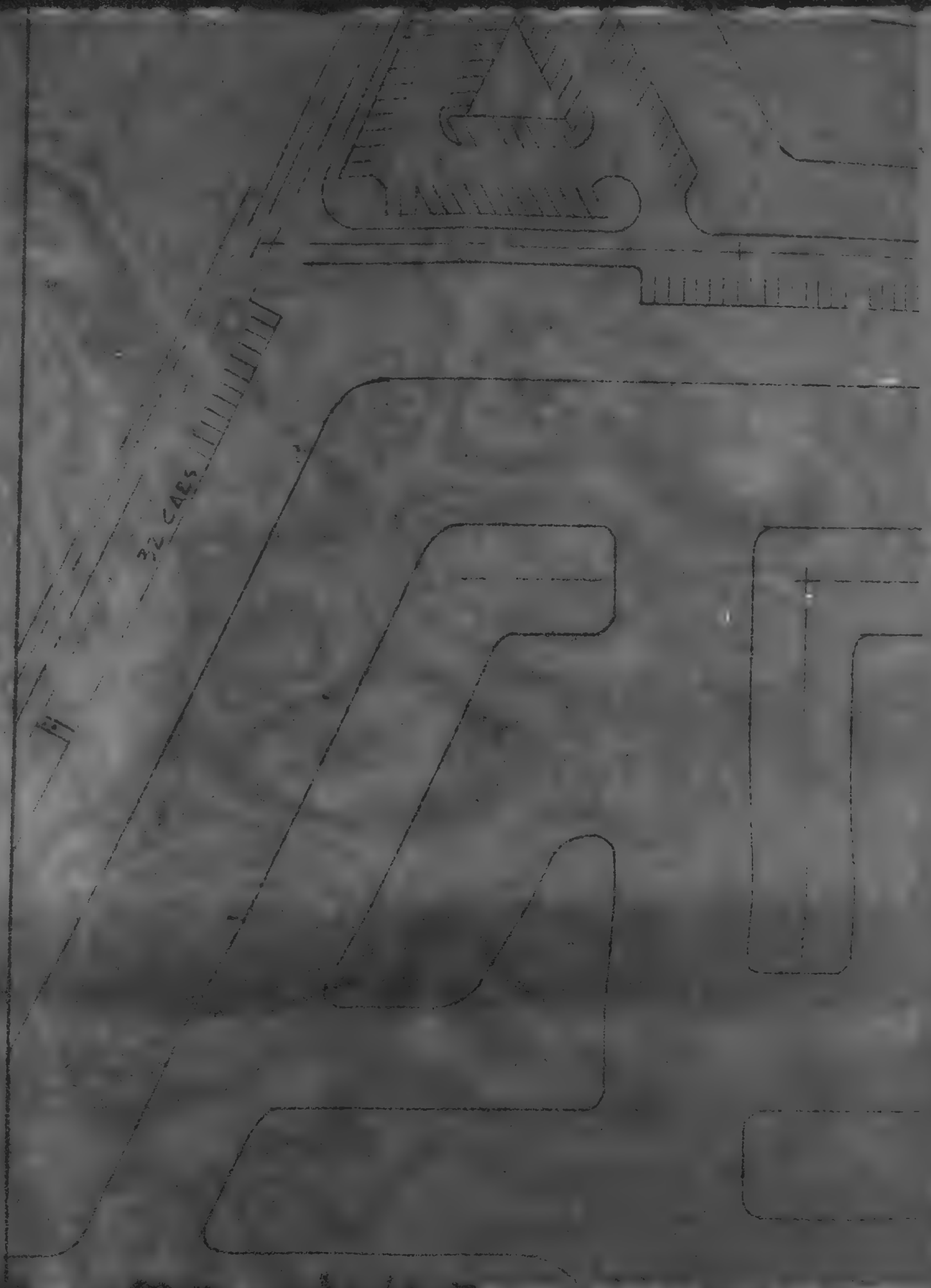
COUNTY
PARK

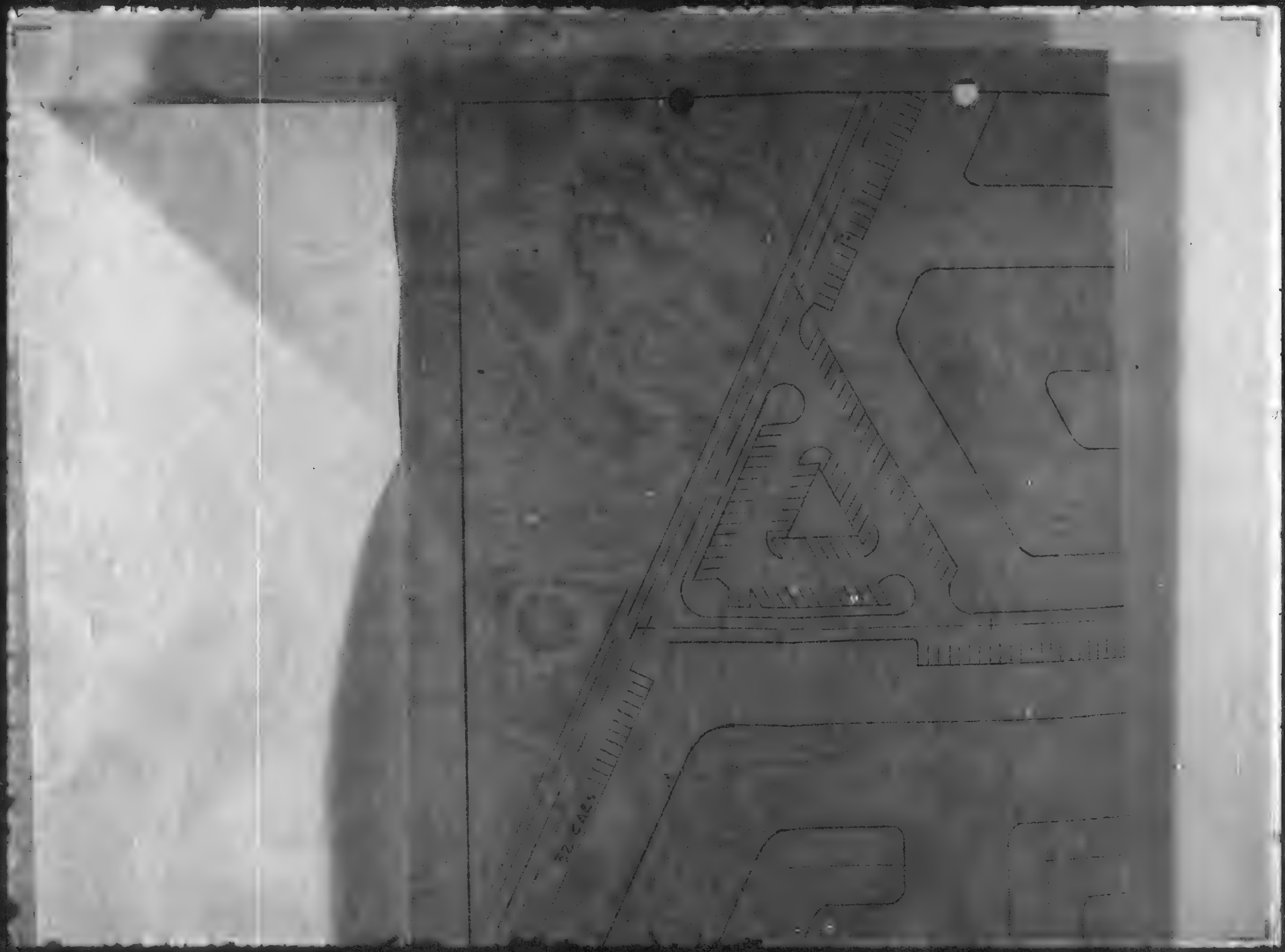

COUNTY
PARK










72 CARS

7866

624-1979

FORM E-00 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 9, 1970

To: Frank Hall
ASST. DESIGN ENGINEER

SUBJECT: Game Commission Property
St. Louis Area
Woodburn Interchange-Hayesville Section
Pacific Highway

Attached is a sketch showing the property that is reportedly owned by the Game Commission in the St. Louis section. Sometime ago you had requested a soils investigation to determine the suitability of this property for borrow purposes.

This investigation has not been completed. The request has been reactivated. Division Geologist Bill Fretwell promises an early completion of the study and report.

R. D. Asburry
DIVISION ENGINEER

by J. G. Wimer

Gerald W. Wimer
ASST. DIVISION ENGINEER

GWW/cg

Attach.

cc: William R. Fretwell

Burbee
Hall
A. Olson
Sample
Copy

RECEIVED
JUN 11 1970
DESIGN
DIVISION

Trout
Willis
Hacklemen
Scott
R. Olson
Carstensen

St Louis Sta
BM 181
BM 183
Reservoir
St. Louis Project Area
Sacred Heart Sch
HS
Pioneer School
Pioneer Cemet
BM 182
BM 183
BM 182
BM 183
BM 182
BM 152
ELECTRIC
FREEWAY
PACIFIC
BALDOCK
SOUTHERN
PACIFIC
HIGHWAY
EAST
OREGON
ROAD 27
BUTTEVILLE - SERVAIS
East Champoeg
42
23
89
43
54
87
44
28
45
53
84
33
32
101
47
4
3
73
2
52
5
53
39
58
61
97
9
18

7866

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 23, 1970

To: Frank Hall
ASST. DESIGN ENGINEER

SUBJECT: R/W File 43316 - H. & C. Holmes
Woodburn-Hayesville Section
Pacific Highway

The Salem Iron Works is presently constructing a new building on the remainder of the subject property. Their site development plan was apparently laid out without any allowance for our future needs.

Harry Opermann of their organization has expressed a willingness to cooperate in adjusting their site development plan. This would save the cost of adjustment and damages. He does, however, ask that we expedite an answer as we are holding up development and paving of their service road.

After reviewing with Frank Terpin we re-cross-sectioned the area. These corss-sections, the vicinity map, three preliminary drawings by Werner S. Stortz & Associates of the Salem Iron Works property, a portion of drawing 7B-22-15, a print of a segment of the detail map and a March 16 transmittal letter from Ross Harris are attached.

You will notice that by constructing a manhole at the end of the existing 30-inch culvert and extending this culvert on a flatter skew, the right of way taking can be narrowed. It is so recommended.

It would be appreciated if you would review these drawings and if agreeable, give this office approval to work with the Salem Iron Works people through our Right of Way personnel based on this right of way proposal. In this regards five prints of the detail map should be returned with your reply.

R. D. Asburry
DIVISION ENGINEER

by Gerald W. Wimer

Gerald W. Wimer
ASST. DIVISION ENGINEER

GWW/cg
Attach.
cc: Rod Henry

P.S. Since writing the above it was found that Salem Iron Works' contractor had proceeded with constructing curbs on their proposed roadway and parking area. These have been tied and are shown on the vicinity map. This lessens the urgency for us to formally give Salem Iron Works our plan but the right of way adjustment is still needed for the hearing map. If you do approve, it is requested that you so advise together with returning the five prints requested above.

Gerald W. Wimer

FORM E-59 REV 5-62 40007

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 16, 1970

SUBJECT: R/W File 43316 - H. & C. Holmes
Woodburn - Hayesville Section
Pacific Highway

To: Mr. R. D. Asburry
Division Engineer
Salem, Oregon

ATTENTION: Mr. G. W. Wimer, Ass't. Div. Eng'r.

Herewith flease find vicinity detail map and one roll of platted cross-sections of Salem Iron Works construction area that shows recommendations as requested covering subject section as per letter dated March 3, 1970.

If manhole is constructed at end of existing 30-inch concrete culvert pipe and the proposed extension angled to follow existing inlet ditch line out to toe of proposed fill slope, we would be able to get by with using 93-foot R/W from station 1831 to 1835, which is the tight spot due to Salem Iron Works design. This width would not affect their plans. From station 1836 and ahead to the south the proposed 125-foot R/W width would not affect their plans.

Returned herewith are three preliminary drawings by Werner S. Stortz & Associates of the Salem Iron Works property and a portion of drawing 7B-22-15, and a print of a segment of the detail map.

Returned to Wm. Sample, Ass't. Final Design Engineer, this date, roll No. 5 of platted cross-sections covering stations 1785 to 1852 and two books of field notes.

Ross M. Harris
Resident Engineer

by, J. W. Stuart
Draftsman

7866

FORM S-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 14, 1970

Hayesville

SUBJECT: Woodburn Interchange
Pacific Highway - 1

To: Adrian D. Olson
PRELIMINARY DESIGN ENGINEER

The December 17, 1969 study plan for the Woodburn Interchange should be further modified to include:

1. Four lanes plus refuges on the structure. This need is demonstrated by our survey preparatory to buying right of way to the west. Traffic volumes to the east already justify four lanes.

   cannot commit 4 lane construction on each side at this time

2. With this width structure there is further need for improving the sight distance at the ramp terminus either direction from the structure. This should be done even if it necessitates buying conflicting accesses and developed frontage.

   investigate on proposed survey to west.

3. Having the frontage road in the northwest quadrant realigned to be coincidental with the existing right of way that has been obtained for the frontage road. A new frontage road right of way as shown on this plan would cost an additional unnecessary $30,000.

   to be revised

R. D. Asburry
DIVISION ENGINEER

by Gerald W. Wimer

Gerald W. Wimer
ASST. DIVISION ENGINEER

GWW/cg

Routing

2 Jurbee
Hall
1 A. Olson
Sample
Terpin
Swanson

RECEIVED
JAN 14
DESIGN
DIVISION

Trout
Wills
Heckleman
Scott
R. Olson
Carstensen

RECEIVED
JUL 17 1969
FOR FILING
78606

July 16, 1969

Mr. George F. Brian, Jr., President
Security Bank of Oregon
316 S. W. 6th Avenue
Portland, Oregon 97204

Dear Mr. Brian:

Mr. Bruno has advised this office of your concern relative to the Woodburn Interchange on I-5 and your request for early upgrading.

The modernization to present-day standards is on the schedule and will be undertaken as soon as feasible. The Highway Division is studying, with the Federal Bureau of Public Roads, the need for adding two more lanes to the freeway between the Woodburn Interchange and Salem. If this is to be undertaken, the upgrading of all substandard intersections should be done as one project.

As has been said before, the Highway Commission is doing everything it can to complete I-405 in Portland and continue I-[illegible] in Eastern Oregon just as rapidly as financing will permit. Eventually, this section of I-5 will get attention, but at the moment, I am unable to forecast a very definite date.

I have searched the accident records at this site back as far as 1964, and I am unable to find a record of a fatality. There have been some accidents at this location, the majority of which are on the upper level, but as far as records are concerned, there were no fatalities in the interchange or in the area of the proposed new interchange. If you have information that would assist us in pinpointing the accident to which you referred, we will look into the matter thoroughly to see if some temporary remedial action could be taken.

If you have any further questions or need additional data, please do not hesitate to contact us at any time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Mr. Thaddeus S. Bruns

bc: Forrest Cooper
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
R. D. Asburry

RLP:ms sr

SECURITY BANK OF OREGON
PORTLAND, OREGON

GEO. F. BRICE, JR.
PRESIDENT

July 9, 1969

Mr. Thaddeus Bruno
Jackson Tower Building
Portland, Oregon

Dear Ted:

You may recall that I discussed sometime ago with you the question of the access road leading into Woodburn from the south.

There have been two deaths, one recently, at this particular intersection and a number of accidents.

I know that you have a great many problems on the Commission, but I was wondering if there has been any timing set for this access road for it is a dangerous situation that needs remedying.

I realize that the chances for this year are pretty slim, but hope that next year it can be on your agenda.

Best personal regards,

Sincerely,

George F. Brice, Jr.
President

GFB:pae

Forest — For your info: a letter request being in order. Ted

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OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT — TRAFFIC ENGINEERING DIVISION — 7/15/69 CS

Rural Motor Vehicle Accident Listing

LOCATION

Woodburn Intrchge

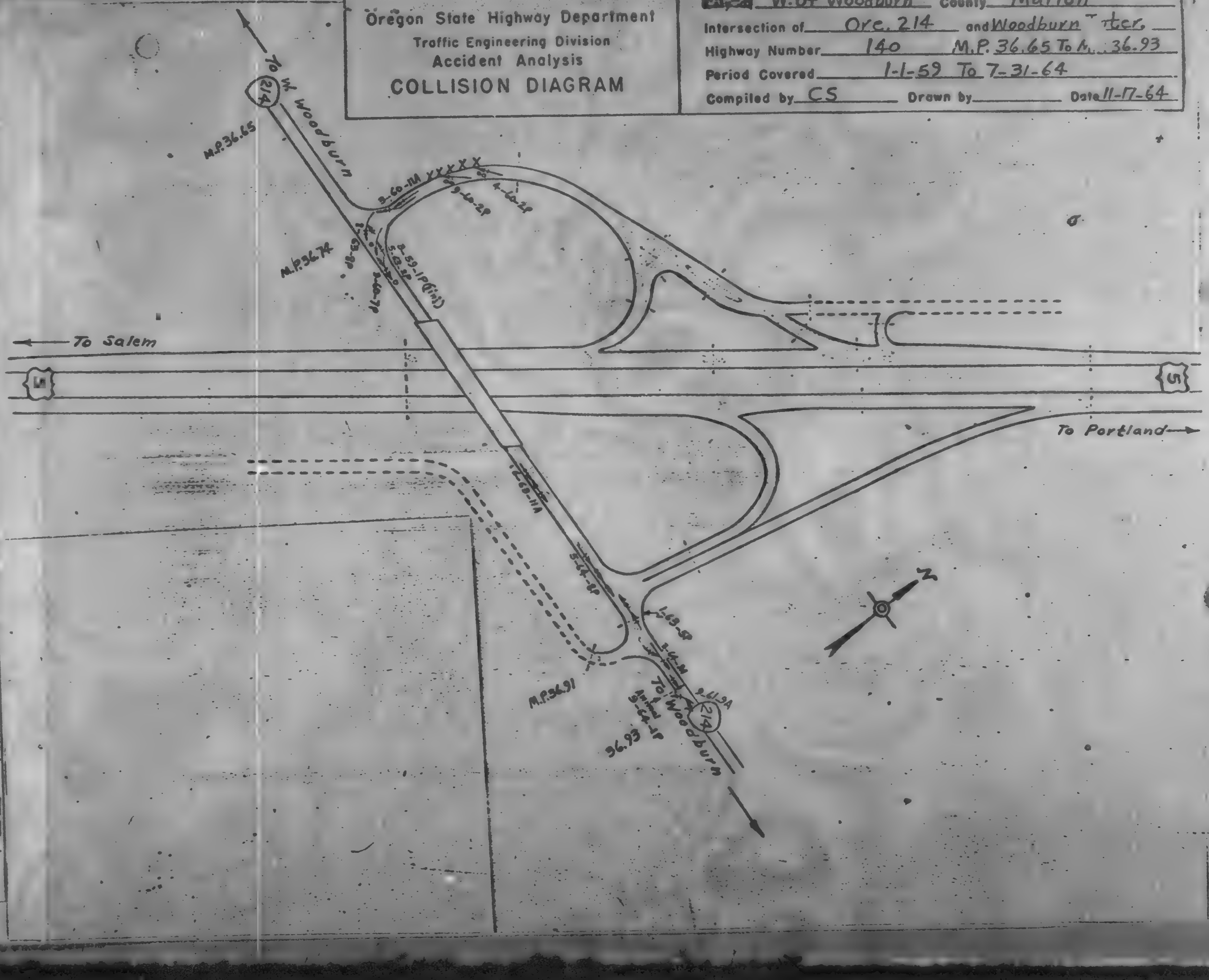
Hwy. No. 1 Rte. No. I-5
From M.P. 29.36
To M.P. 29.56
Period Covered:
1-1-64 to 12-31-68

Hillsboro-Silverton Hwy. 140
M.P. 36.74 To M.P. 36.90
(Complete Intrchge)

	COLLISION TYPE													CLASSIF.					REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	
1964													10				—	6	
1965													7				—	2	
1966													9				—	2	
1967													4				—	3	
1968													10				—	5	
TOTAL													40				—	18	

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

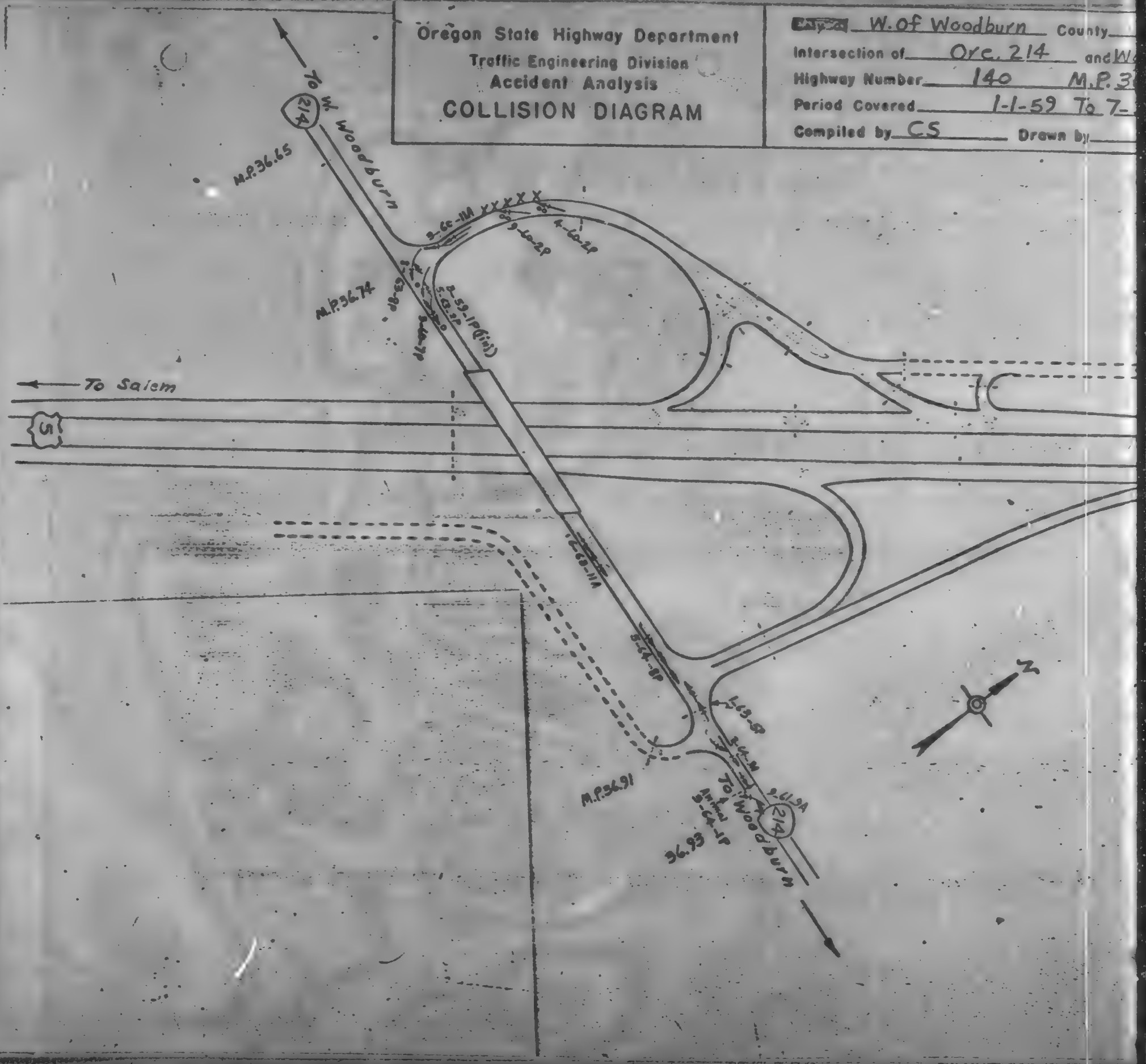
City W. of Woodburn County Marion
Intersection of Ore. 214 and Woodburn Ter.
Highway Number 140 M.P. 36.65 To M. 36.93
Period Covered 1-1-59 To 7-31-64
Compiled by CS Drawn by _____ Date 11-17-64



1963 7 Mos. 1964 TOTAL

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City W. of Woodburn County
Intersection of Orc. 214 and W
Highway Number 140 M.P. 3
Period Covered 1-1-59 To 7-
Compiled by CS Drawn by



Collision Type	1959 – 1960				1961 – 1962				1963				7 Mos. 1964				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end										1	1	2		1	1	2		2	2	4
Sideswipe		1	1	2			1	1		1	1	2		1	1	2		3	3	6
Turning Movement	2		2	4		1		1		1		1						2		2
Parking					1			1										1		1
Non-collision																				
Fixed Object	2		2	4		1		1		1		1		1		1		4		4
Pedestrian																				
Backing																				
Misc.																				
TOTAL	4	1	5	10	1	2	1	4		3	2	5		2	2	4	5	8	10	23

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FOR FILES

1 - 7866

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 7, 1969

R. L. PORTER NOTIFIED

SUBJECT:

To:

Mr. R. L. Porter
Deputy State Highway Engineer

B U I L D I N G

PUX 718, SXF 478
OSHC - Applicant
Widen Overcrossing Structures
1 Mile South of Chemawa
Southern Pacific Company
Marion County

Herewith I hand you a copy of Order No. 45603, issued by the Public Utility Commissioner under date of April 4, 1969, relative to the above-subject matter.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

krk

Attachment

cc: F. B. Klaboe
Ivan Merchant
F. D. Morgan (2)
E. S. Hunter (2)
R. D. Asburry (2)
R. N. Chase (3)
F. B. Grandall
T. W. Litchfield
F. T. Lacey
G. W. Ross
Harold Reynoldson

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APR 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Orde[illegible] #45603

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON
SXF - 478

In the Matter of the Application of STATE OF OREGON (State Highway Commission) to widen two existing overcrossing structures above grade across the tracks and right of way of Southern Pacific Company.

ORDER

On January 23, 1969, the State of Oregon (State Highway Commission) duly filed an application with the Commissioner seeking authority to widen two existing overcrossing structures above grade over the tracks and right of way of Southern Pacific Company in Marion County, Oregon.

Attached to and a part of the application are two drawings, numbered 23730 and 23732, of the proposed project.

Applicant alleges that the parties affected by the proposed widened overcrossing structures are Southern Pacific Company and Marion County. Copies of the application and drawings were duly served upon the above named parties.

Due consideration has been given to all representations in the application and responses thereto. No issues within the purview of ORS 763.020, which would require public hearing, are raised by anyone. Therefore, a public hearing will not be required.

Based upon the application, the files and field investigation of the Commissioner, it is found that the application should be granted upon the following terms and conditions; it is therefore

ORDERED that:

(1) The widened overcrossing structures shall be constructed and costs borne in accordance with the proposals made in the application and responses thereto.

(2) The designation C-722.45-A shall be continued at the crossing as a means of its identification in the Commissioner's Catalog of Railroad Crossings in Oregon.

Made, entered and effective APRIL 2 1969.

PUBLIC UTILITY COMMISSIONER OF OREGON

John R. Haley
Public Utility Commissioner

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OREGON STATE HIGHWAY DEPARTMENT

17816

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 26, 1969

Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208

ATTENTION: Mr. J. V. Mulcahy

Re: Right of Way Map
Woodburn Interchange-Hayesville
Interchange Section
Pacific Highway
Marion County

Gentlemen:

Enclosed you will find one (1) print of a portion of the right of way map, our File No. 7B-22-15, on the above subject project.

This information is being submitted in reply to your verbal request of March 24, 1969. If further assistance is required, please contact this office.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

NOTED
F. B. KLABOE

JMC:ss
Enclosure

cc: F. B. Klaboe
R. D. Asburry
F. W. Sugnet

RECEIVED
MAR 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 6 - 1969
PUBLIC ROADS

March 6, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Oregon Project I-5-5(40)284, Woodburn-Hayesville Section, State Furnished Materials (Japanese Rose Bushes)

In accordance with your letter of February 3 and under provisions of PPM 21-6.3, paragraph 14, we have attached for your approval the compilation of bids received February 27 by the State Department of General Services to contract the growing of Japanese Roses for delivery in the fall of 1970 and to be planted on this section of Interstate 5.

The award of the bid to the lowest bidder, Wood Nursery, is being held in abeyance pending your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
L. H. Young
D. J. Barbee
R. M. Chase
Roy E. Olson

REO:de srb

STATE OF OREGON
DEPARTMENT OF GENERAL SERVICES

TABULATION OF BID

PD BID NO.	DATE PD BID	OPENING DATE	TERMS				
L-592-69		8-27-69			30 days	1%-30	net 30

ITEM NO	DESCRIPTION	QUANTITY	UNIT	McDaniel Nursery	[illegible] Nursery	Bird & Sons	Stand Nursery
	Beg. MH 798.3 Highway						
1	(Japanese) root)	13,700 ea		2.33	3.18	2.95	1.50

SYMBOL INDEX

√—Award (check in red).
A—Award by lot.
B—Tie bid, awarded by draw, or agency pref.
C—Tie bid, awarded on preference ORS 279.036.
D—Rejected. Bid not signed.
E—Rejected. E
F—Rejected. N
G—Rejected. F

81-126-0028

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FEB 13 1969

OREGON STATE HIGHWAY DEPARTMENT

7866

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 11, 1969

Southern Pacific Company
251 Union Station
Portland, Oregon 97209

Attention: A. W. Kilborn
Superintendent

Subject: Chemawa-SPRR Overcrossing
Pacific Highway, I-5
Marion County
Bridge No. 785AC
Your File: 322
O-0-69-2

Gentlemen:

In reply to your letter of February 5, 1969, regarding subject, we have revised our Drawing No. 23730 to show the impaired vertical clearance of 21', as requested.

We also agree to amend our application to include the communication lines in paragraph 2 under "Things To Be Done By Railroad".

These amendments will be made in our "Reply" to your "Answer" to the Public Utility Commissioner.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

TCR:jr

cc: Tom Edwards
T. W. Litchfield
Jack L. Sellis

NOTED
TOM EDWARDS

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FEB 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

-7 $66

624-1979

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 10, 1969

To: D. J. Barbee
DESIGN ENGINEER

SUBJECT: S. E. Frontage Road
Woodburn Interchange
Pacific Highway — 1
Woodburn - Hayesville Section

Department

At a recent meeting I attended, of Civic leaders in Woodburn, one of the planners noted that their planning commission had taken action requiring the subject frontage road to be connected to the Hillsboro-Silverton Highway easterly of the Standard Service Station. This would require a 250' to 300' shift from our plan.

Mention was made of the conclusion of the John Hooper right of way condemnation for the right of way in this quadrant.

As this public meeting was no place to carry on a disagreement between our plans and those of the planning commission, I promised to review the matter on my return.

The obvious answer is contained in the attached rough draft and if you concur, would you please send it out or return for this office to do so.

R. D. Asburry
DIVISION ENGINEER

By Gerald Wimer

Gerald Wimer
ASST. DIVISION ENGINEER

APPROVED
D. J. Barbee
Design Engr.

GW:lf
Attach.

Routing

1 Barbee	B	Trout	T
2 Hall		Wilt	
A. Olson		Heckleman	
Sample		Scott	
Terpin		R. Olson	
Swenson		Carstensen	

RECEIVED
FEB 11 1969
DESIGN
DIVISION

Front:
Letter approved.
Return to Wimer
B

Rough Draft
GH:lf
2-11-69

Mr. Art Johnson
City Manager
City of Woodburn
Woodburn, Oregon 97071

Dear Mr. Johnson

At your recent "Civic Luncheon" it was brought to the attention of our Assistant Division Engineer Gerald Wimer that your planning commission preferred the frontage road in the southeastern quadrant of the proposed Woodburn Interchange revision connected to the Hillsboro-Silverton Highway easterly of the Standard Service Station.

Although there is merit in this proposal, we cannot justify the expenditure of Federal and State funds to do so and will have to construct the project essentially as presently proposed with a connection just westerly of the station. Your attention is further called to the fact a hearing was offered December 21, 1965 for matters such as this. A January 17, 1966 letter from then City Administrator John F. Lacey indicated it was "unncecessary to schedule a public hearing".

We are sorry that we can't be of further assistance in this matter, but do feel free to call upon us if there are other items you wish to discuss.

Very truly yours,

RECEIVED
JAN 23 1969

OREGON STATE
HIGHWAY DEPARTMENT

7866

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

ROUTED
R. L. PORTER

January 22, 1969

Mr. Sam R. Haley
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: PUX 718
Southern Pacific Company
Marion County

Dear Mr. Haley:

Herewith I hand you original and four copies of Application of the State Highway Commission in the above-subject matter.

Two of the copies are for service upon Southern Pacific Company, one copy for service upon Marion County and two copies are for use by your office.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:phm
Enclosures

cc: R. L. Porter
F. B. Klaboe
Ivan Merchant
F. D. Morgan
R. D. Asburry
T. W. Litchfield

RECEIVED
JAN 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

JLS:phm
1-21-69

PUX 718

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the application of the State of Oregon, by and through its State Highway Commission, for authority to widen two existing overcrossing structures over the tracks and right of way of the Southern Pacific Company, approximately one (1) mile south of Chemawa, in the Northwest Quarter of the Southwest Quarter (NW¼SW¼) of Section 1, Township 7 South, Range 3 West, Willamette Meridian, Marion County, Oregon.	APPLICATION NO._____

Comes now the Applicant, State Highway Commission, and files its Application in the above-titled matter.

The Applicant herein respectfully represents:

I

That the name and address of your Applicant are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II

That this application is made under the authority of ORS 366.205 and ORS 763.040.

III

That on January 13, 1954, Order No. 32777 on file F-2420, authorized the construction of the two existing structures which it is now proposed to widen.

IV

It is proposed to widen each of the present structures by adding 17' on the easterly side of the northbound structure and 9' on the westerly side of the southbound structure and joining the two structures in the median area with roadway deck and median barrier.

V

That for the proper service, safety and convenience of the traveling public, Applicant proposes to widen said existing structures. Said structures will be as described in Paragraph IV above and as shown on Oregon State Highway Department Drawing No. 23730, entitled "Widening of Chemawa overcrossing of Southern Pacific Railroad, Woodburn-Hayesville Section, Pacific Highway, Marion County", dated 10-17-68, and Drawing No. 23732, entitled "S.P.RR. Overpass, Portland-Salem Expressway"; said drawings by this reference hereto made a part hereof.

VI

That overcrossings are the only practical means for constructing a separation of the State Highway and railroad traffic.

VII

That upon completion, the estimated annual average daily traffic on the structures will be 19,000 with an anticipated increase to 33,600 vehicles per day in 20 years. There are 2 passenger and 28 freight movements per day at the crossing.

VIII

That the widened portion of the structure will be substantially the same in appearance as the existing structures. The deck, grade, stations and angle of intersection with the railroad remain the same as in the previous PUC Order No. 32777.

IX

That in the construction of the widened area and that between structures, the impaired clearance, as shown on the clearance diagram, will be required. After completion of the construction the clearance around the tracks will be equal to or greater than that which exists.

JLS:phm
1-21-69

X

That the Southern Pacific Company and Marion County are the only parties affected by the proposed widening.

XI

That the Applicant proposes that the construction and maintenance of the project be handled, and the costs thereof be borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the widening of the grade separation structures, including highway approaches, and supervise the construction thereof.

(b) Utilizing State and Federal highway funds only, finance the construction of said project, including reimbursement to Railroad Company for necessary expenditures incurred by it in connection therewith; said reimbursement shall be made pursuant to the accounting practices contained in Policy and Procedure Memorandum No. 30-3, issued by the Federal Bureau of Public Roads, under date of October 15, 1966.

(c) After completion of the construction of said project, maintain the overcrossing structures with their fills and approaches and other highway appurtenances.

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement by Applicant under Federal regulations;

1. Furnish such engineering, inspection, watchman and flagman services as may be necessary to protect railroad operations during the period of the construction of the project.

JLS:plm
1-21-69

2. If necessary, remove its existing signal lines, protect the same during the construction period, and replace in a permanent location upon completion of the construction.

(b) At its own cost and expense, maintain the railroad tracks with their appurtenances and facilities.

XII

That the project is located in the Northwest Quarter of the Southwest Quarter (NW¼SW¼) of Section 1, Township 7 South, Range 3 West, Willamette Meridian, Marion County, Oregon.

WHEREFORE, Applicant prays for an order authorizing said construction and allocation of costs thereof in accordance herewith and for such other order or orders as may be proper in the premises.

Dated at Salem, Oregon, this 22nd day of January, 1969.

STATE OF OREGON, by and through
its State Highway Commission

G. E. ROHDE
Assistant Attorney General & Chief
Counsel for the State Highway Commission

By_____
JACK L. SOLLIS
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, Ivan D. Merchant, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Application is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 22nd day of January, 1969.

JACK L. SOLLIS, Notary Public, Oregon
My Commission Expires 12-18-72

JLS:phm
1-21-69

I certify that the above is a true and correct copy of the foregoing Application and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

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JAN 10 1969
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7846

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 9, 1969

SUBJECT: Chemawa O'Xing - SPRR
Pacific Highway, I-5
Marion County
Bridge No. 785AC

To: Mr. G. R. Rahe
Chief Counsel
Legal Division
Building

Attention: Jack L. Sollis
Utilities & Railroad Attorney

Attached are 12 prints of Drawings Nos. 23732 and 23730, which are the vicinity map and plan and elevation drawings for the subject structure, and are to be used as exhibits to accompany our PUC Application.

As shown on the attached exhibits, the Highway Department plans to widen each of the present structures 17' on the easterly side of the northbound structure and 9' on the westerly side of the southbound structure, and locate the median between the structures by decking the area. The purpose of the additional width being to lengthen the merging lane on the right of the northbound lanes and provide the standard shoulder widths; thus improving the driving conditions over the structure.

The PUC Application for the present two structures is numbered P-2420, Fux 81, and this petition locates the structure in the NW¼ of the SW¼ of Sec. 1, Twp. 7 S., R. 3 W., W.M. in Marion County, Oregon.

The widened portion of the structure will be substantially the same in appearance as the existing structures. The deck, grade, stations and angle of intersection with the railroad remain the same as in the previous PUC Order #32777.

In the construction of the widened area and that between structures, the impaired clearance, as shown on the clearance diagram, will be required. After completion of the construction the clearance around the tracks will be equal to or greater than that which exists.

The project will be financed entirely with Federal and State funds and the Railroad will be reimbursed for its necessary expenses incurred in the work, as permitted by PPM 30-3, and amendments and additions thereto.

The estimated daily traffic at the crossing is 19,000, with an anticipated increase to 35,600 vehicles per day in 20 years. The Railroad movements are 2 passengers and 28 freight movements, making a total of 30 train movements per day.

In this construction project, the State should do the following things:

Prepare plans, estimates, award contract and supervise construction. Upon completion of the project, the State will maintain the structure and all the highway appurtenances. In this construction project, the Railroad should furnish preliminary engineering, switchmen and flagmen services to protect its operation during construction, and if necessary remove and protect its signal and/or communication lines during this same period, and replace them in final location upon completion of construction, and at their own cost and expense, maintain the railroad trackage and appurtenances.

Will you please prepare an Application to the PUC Commissioner for an Order permitting the above construction.

ORIGINAL SIGNED
T. C. ROAKE

Theo. C. Roake
Asst. Bridge Engineer

TCR:jr
Attachments

cc: Tom Edwards
T. W. Litchfield

NOTED
TOM EDWARDS

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JAN 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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FEB 10 1969

FOR FILE

7866

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 19, 1968

To: Mr. F. B. Klabbe
Assistant State Highway Engineer
B U I L D I N G

SUBJECT: County Parkway Proposal
North Woodburn Vicinity
Benefit Quotient

Attached is a tabulation of road-user costs for the proposed county parkway north of Woodburn (map appended) vs. the road-user costs along what is assumed to be the presently traveled route (Oregon 214 and U.S. 99E) for the element of traffic estimated to travel between the indicated termini. Since the impact of the proposed Willamette R. bridge at Lambert Bend is unknown, it was not considered in this analysis; likewise, the ultimate industrial potential of the general area was not considered. The costs are therefore based upon conditions as they presently exist and the road-user costs reduced to a "benefit-to-cost" ratio (B.Q.).

It is apparent that the feasibility of the parkway proposal is questionable--at least for the conditions assumed. The ratio of 0.97 indicates a slight advantage to the road user with respect to the presently-traveled route. If the impact of the Willamette River crossing and the extent of industrial development were known, it is possible that a favorable "benefit-to-cost" ratio could be developed.

L. H. Young
Program & Planning Engineer

By W. H. Tebeau

W. H. Tebeau
Preliminary Studies Engineer

cc: L. H. Young
D. J. Barbee

F. B. KLABBE

File

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NOV 19 1968
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STATE HIGHWAY ENGINEER

Road User Costs

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

HIGHWAY PROJECT ANALYSIS
Proposed Northerly
Woodburn By-Pass

ITEM	ROUTE			
	Northerly By-Pass Route A-B-C	Existing St. System		
I. ANNUAL VEH. OPERATION COSTS				
A. TIME ELEMENT COSTS				
a. Passenger Vehicles.....	$ 87,277	122,925		
b. Light Trucks.....	$ 713	1,116		
c. Heavy Trucks.....	$ 7,170	10,331		
d. Busses.....	$ 372	523		
e. Total.....	$ 95,612	134,895		
B. MILEAGE ELEMENT COSTS				
a. Dist. and Surf. Costs..	$ 170,755	205,436		
b. Rise and Fall Costs....	$			
c. Alignment Costs.....	$			
d. Traffic Stop Costs.....	$			
e. Accident Costs.....	$ 1,336	1,441		
f. Total.....	$ 172,071	206,877		
TOTAL ANNUAL VEHICLE OPERATION COSTS ($A_e + B_f$).....	$ 267,683	341,972		
II. ANNUAL HIGHWAY COSTS				
a. Capital Costs.....	$ 76,956	—		
b. Maintenance Costs.....	$			
c. Operation Costs.....	$			
TOTAL ANNUAL HIGHWAY COSTS.	$ 76,956	—		
III. ANNUAL ROAD USER COSTS (I + II)	$ 344,639	341,972		

$$BQ \quad \frac{341,972 - 267,683}{76,956 - 0} = \frac{74,289}{76,956} = 0.97$$

CROSBY ROAD
Reservoir
County Dump
Golf Course
ELECTRIC ROAD
West Woodburn
Creek
BALDOCK
99
214
High Sch
St Lukes Cemetery
RD
BM 181
PACIFIC
HIGHWAY
SOUTHERN
Woodburn
BM 183
Park
HARDCASTLE
WITHAM
Reservoir
BM 184
BUTTEVILLE-GERVAIS
2 LANE
2 LANE
FREEWAY
Woodburn
JONES
MILL
SOUTHERN
77
90
102
94
94
50
55
68
37
5
49
64
83
83
75
1
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FORM E-123X 50M 7-66

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NOV 5 1968
7866

GLENN L. JACKSON, CHAIRMAN
McCORD
KENNETH H. FRISBEE, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 23, 1968

Southern Pacific Company
251 Union Station
Portland, Oregon 97209

Attention: A. W. Kilborn
Superintendent

Subject: Chemawa Overcrossing - SPRR
Pacific Highway, I5
Marion County
Bridge No. 78540
Your File 322

Gentlemen:

In reply to your letter of October 7, 1968, regarding easements required for the widening of the structure.

From the Indenture dated April 9, 1954, the easement boundaries are approximately 21' west of the west face of the southbound structure and approximately 15' east of the east face of the northbound structure, which is sufficient for our purposes.

The retaining wall will remain outside the railroad right of way. However, the toe of slope in the northeasterly corner of the structure will infringe on the railroad right of way and will require an easement of 6' x 60', as shown on Drawing No. 23730, 4 copies of which are attached.

Upon this drawing, we have added the railroad right of way and easement boundaries, which were granted us when the two structures were originally built. The shaded portion is that required for the new toe of slope. You will also note that the vertical clearances have been changed. The vertical clearances are what exist at the present time. The new additions to the structure will have clearances equal to or greater than the existing clearances.

Very truly yours,

Ivan P. Marchant
Bridge Engineer

ORIGINAL SIGNED
By T. C. ROAKE
Theo. C. Roake
Asst. Bridge Engineer

NOTED
TOM EDWARDS

TCR:jr
Attachments

cc: Tom Edwards
T. W. Litchfield

RECEIVED
OCT 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 11 1968
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX
FOR FILING
7866

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 10, 1968

Southern Pacific Company
251 Union Station
Portland, Oregon 97209

Attention: A. V. Kilborn
Superintendent

Subject: Widening of Chemawa O'Xing
S.P.R.R.
Woodburn-Hubbardville Section
Pacific Highway, I-5
Marion County
Bridge No. 785AC

Gentlemen:

Due to the improvement of the alignment of the Pacific Interstate Highway in the subject section, we plan to widen and connect the southbound and northbound structures composing the Chemawa Overcrossing of the Southern Pacific Railroad.

We are widening the northbound structure 17' on the right side and the southbound structure 9' on the left side, as well as decking the 24' area between the two structures. We plan to construct these widenings in such a manner that the clearances over and around the railroad tracks will be equal to or greater than that which exists at the present time.

We are attaching 5 prints of Drawings Nos. 23732 and 23730, which are the Vicinity Map and Profile, and Plan and Elevation Drawings, respectively. These drawings will be used as an exhibit in our Application for a PUC Order. We will proceed to make the PUC Application in the near future in order that the PUC Order may be on hand to accommodate the contract bid date.

The project will be financed entirely with Federal and State funds and your company will be reimbursed for its necessary expenses incurred in the work, as permitted by PPM 30-3, and amendments and additions thereto.

In the near future, negotiations for easements and the railroad and highway agreement will be negotiated through our Utilities Liaison Engineer.

NOTED
TOM EDWARDS

NOTED
TOM EDWARDS

In this construction project, the State will prepare plans, specifications, award the contract and supervise construction. Upon completion of the structure, the State will maintain the overcrossing and other highway appurtenances.

Your Company, subject to the limitations of FPM 30-3, should furnish preliminary engineering, watchman and flagman services to protect the operations during the construction period, and if necessary remove and/or protect your signal and communication lines during the same period, and replace them in their permanent location upon completion of construction. Upon the completion of the construction, the Railroad, at its own cost and expense, will maintain the roadbed and trackage, and other railroad appurtenances.

After reviewing the attached prints, please return one print each with your comments and approval noted thereon.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

ORIGINAL SIGNED
By T. C. ROAKE
Theo. C. Roake
Asst. Bridge Engineer

TCR:jr
Attachments

cc: Tom Edwards
T. W. Litchfield (w/1 set prints)
Jack L. Sollis

RECEIVED
SEP 10 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 5 1968
FOR FILING

COMMISSIONERS
GLENN D. JACKSON, CHAIRMAN
MEDFORD
FRED W. SHIELDS
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

OREGON STATE HIGHWAY COMMISSION

OFFICE OF THADDEUS B. BRUNO
1014 JACKSON TOWER
806 S. W. BROADWAY
PORTLAND, OREGON 97205

NOTED
R. L. PORTER

Sept. 3, 1968

Mr. George F. Brice, Jr. President
Security Bank of Oregon
316 S. W. 6th Avenue
Portland, Oregon 97204

Dear George:

Thank you for your August 14 letter pointing out the necessity to upgrade the interchange on Interstate 5 with the road leading to Woodburn.

I find that this is on the program for future construction and will eventually be upgraded to full Interstate standard. Your Highway Commission is doing the most objective job it can in programming Interstate work, and projects on the Stadium Freeway (I-405) and on I-80N in the eastern part of the state are being scheduled as rapidly as possible so that our entire system will be made available to the motorist at the earliest possible time.

While I agree it would be desirable to have the Woodburn interchange upgraded, the record does not show it to be an unusually hazardous situation. I will, however, discuss it with the Department and effort will be made to schedule this work just as soon as practicable.

Yours very truly,

Thaddeus B. Bruno

TBB:mb

RECEIVED
SEP 4 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM
AUG 27 1968
FOR FILING

August 26, 1968

Mr. Theodore B. Bruno, Member
Oregon State Highway Commission
1014 Jackson Tower
Portland, Oregon 97205

Dear Mr. Bruno:

Reference is made to Mr. Geo. F. Brice's August 14 letter which you handed to me on the day of the Commission meeting. I assume that you may wish to personally answer this and a suggested reply is attached.

We agree that Mr. Brice's request has merit and is a desirable thing to accomplish. However, it does not appear that the Woodburn situation is unusually dangerous and emphasis has been given to such things as the Stadium Freeway, a start on I-205, and continuing work on I-80N in the Eastern Oregon area. It has been the Department's thinking that we should get our Interstate network completed and tied together before upgrading sections that are operating reasonably well.

I use the Woodburn interchange occasionally and have never considered it to be difficult to negotiate. It occurs to us that this project is one that is desirable but not immediately essential.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ma
att.
cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
R. D. Asburry

Suggested Reply for Mr. Bruce's Signature
August 21, 1974

Mr. Geo. F. Brice, Jr., President
Security Bank of Oregon
316 SW. 6th Avenue
Portland, Oregon 97204

Dear Mr. Brice:

Thank you for your August 14 letter pointing out the necessity to upgrade the interchange on Interstate 5 with the road leading to Woodburn.

I find that this is on the program for future construction and will eventually be upgraded to full Interstate standard. Your Highway Commission is doing the most objective job it can in programming Interstate work, and projects on the Stadium Freeway (I-405) and on I-205 in the eastern part of the state are being scheduled as rapidly as possible so that our entire system will be made available to the motorist at the earliest possible time.

While I agree it would be desirable to have the Woodburn interchange upgraded, the record does not show it to be an unusually hazardous situation. I will, however, discuss it with the Department and effort will be made to schedule this work just as soon as practicable.

RLP:ss.

SECURITY BANK OF OREGON
PORTLAND, OREGON

GEO. F. BRICE, JR.
PRESIDENT

August 14, 1968

Mr. Thaddeus B. Bruno
Jackson Towers
Portland, Oregon

Dear Ted:

I have a problem that has been bothering my conscience for sometime. I have not said anything previously as it seemed as though there would be action but I recently wrote the State Highway Commission and asked for a copy of their plans for the change of interchange of access to Highway 214 from Interstate Highway 5 at Woodburn, Oregon. They were very gracious and sent me a copy of their plans. They informed it was not on the schedule for construction and that the earliest it possibly could be built would be the fall of 1969 or much later.

Therefore, I feel that this is an extremely serious matter due to the fact that there are some 2400 people with an average age of 62 living in the Woodburn Senior Estates adjacent to the freeway. You may have noticed in your travels that there is a large parking lot which is usually about half full of travel trailers and pick-up campers on the north end of this project. Actually, these people have enough of these things to fill the entire lot but it is very rare that all of them are at home at once. This again compounds the problem which is one of a very short deceleration strip and a sharp curve at the end of it.

I realize that there are great pressures and problems in the State Highway Department not the smallest of which is the wherewithal to accomplish all these things. On the

other hand, in light of the conditions that exist and the fact that within six months there will be an additional 500 and within twelve months there will be an additional 1000 people, I feel this is a very dangerous situation for it is amazing to me that there have not been any fatal accidents so far.

I would appreciate anything you can do to help alleviate this situation.

Very truly yours,

George F. Brice, Jr.
President

GFB:pae

RECEIVED
JUL 31 1968
FOR FILING

78666

July 30, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: 08-15-24

Reference is made to your letter of June 25, concerning structural clearances from Woodburn to Hayesville on Interstate 5. Your consideration of allowing a minor adjustment of the freeway grade to provide a minimum clearance of 14' 6" has been reviewed. Our estimates reveal that it would cost less to raise the structures than it would to lower the freeway grade. There would be less interference to freeway traffic while raising the structures than there would if the freeway grade were lowered.

We have estimates and design data available and would welcome a discussion with you on this matter at your convenience.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klabee
Assistant State Highway Engineer

bc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
R. D. Asburry
D. L. Trout

DLT:ss ca

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

Klooe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301
DATE: June 25, 1968

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-5(36)260
Woodburn to Hayesville
Structural Clearances

Routing: Morgan MM, Decker, Bond V, Barbee, Walker, Glenn, Swan, Peasc E, Morelock, Trout T, Wills, Litchfield, Olson 3

RECEIVED
JUN 28 1968
CONSTRUCTION DIVISION

Mr. Morgan's letter dated June 18 requested our concurrence in raising 10 structures on the subject section of Interstate 5 to obtain a minimum of 17 foot clearance. The proposed 7 inch asphaltic concrete overlay would reduce the minimum clearances from 14 feet 6 inches to approximately 13 feet 9 inches.

We have reviewed the existing clearance problem on this section of freeway. We find that the following clearances exist:

Clearance	Number
14' 6"	1
14' 8"	1
14' 9"	1
15' 1"	3
15' 3"	1
15' 7"	3

Our letter to you dated August 15 set forth our basic policy concerning the removal of structures; however, we will consider a minor adjustment in grade of the freeway to maintain a minimum vertical clearance of 14 feet 6 inches as appropriate.

NOTED
F. B. KLABOE

6-28-68

REFERRED TO
Barbee
BY ASST STATE HWY. ENGR

copy to Young

RECEIVED
JUN 27 1968
OFFICE OF
STATE HIGHWAY ENGINEER

(3)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 5 - 1968

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE.- Salem OR 97301

DATE: May 31, 1968

In reply refer to: 08-35.7

7866

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(34)273
Woodburn Interchange Section
Files 40611 - C. Hooper and File 39953 - J. Hooper

Please refer to Right of Way Engineer D. H. Moehring's letter of May 27, 1968 requesting our approval in participation in the costs of securing an additional appraisal on the above-mentioned files. We have reviewed Staff Attorney G. V. Sorensen's memorandum of May 14, 1968 which provides sufficient documentation that additional appraisals are required.

We will approve Federal participation in the costs of the appraisals.

6-5-68

REFERRED TO

By Asst. State Hwy. Engr.

RECEIVED
JUN 3 1968
OFFICE OF
STATE HIGHWAY ENGINEER

F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM
MAY 27 1968
OFFICE OF
HIGHWAY ENGINEER

GLENN L. JACKSON, CHAIRMAN
KENNETH H. RIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

NOTED
R. L. PORTER
7.8666

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 27, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N E
Salem, Oregon

Woodburn Interchange Section
Pacific Highway

Attention: Mr. C. J. Mathias

Dear Mr. Mathias:

In accordance with our telephone conversation request is hereby made for one additional appraisal on each of the following files:

File 40611 Catharine Hooper

File 39953 John Hooper

Very truly yours,

G. E. ROHDE
Chief Counsel

By

D. H. MOEHRING
Right of Way Engineer

DHM: CES: ag
ATTACHMENT

cc: R. L. Porter
F. B. Klaboe
L. H. Young
C. H. Maison
G. E. Rohde
M. R. Mitchell

RECEIVED
MAY 27 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 17 1968

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

78666

Edwards

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: April 15, 1968

In reply refer to: 08-35.6

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: for R. E. Simpson, Division Engineer
R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(36)260
Woodburn - Hayesville Section
Widening of Chemawa Overcrossing of Southern Pacific Railroad

The preliminary plans, Drawings 23730, 23731, and 23732, submitted with Mr. Merchant's letter of February 23, 1968, are approved.

We assume you will schedule this bridge widening along with the other work planned for this section. It is suggested that the north end of the Chemawa Overcrossing may be the logical southern terminus of the proposed overlay on the Woodburn - Hayesville Section.

NOTED
TOM EDWARDS

Copy Ivan Merchant
yours
4-22-68

RECEIVED
APR 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 11 1968
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

Chief
R/W
Pac Hwy E

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 7, 1968

Mr. John A. Keltsel
Keltsel & Keltsel
Attorneys at Law
511 Pioneer Trust Building
Salem, Oregon 97301

NOTED
R. L. PORTER

Re: State of Oregon v.
Catharine Cooper, et al.
Case No. 63785
Our file L-5606 E-40611
Woodburn Interchange Section
Pacific Highway

Dear Mr. Keltsel:

Your letter of February 14, 1968, addressed to Mr. Forrest Cooper has been handed to me for reply.

This project was originally scheduled with an early completion date but because of budgetary problems it has been postponed.

It is very probable that this project will be placed back on the active schedule early in 1969 but we will have better information concerning the exact schedule probably by August of this year.

There is, however, no question that the property is necessary for the project and should be acquired in the course of the present cases.

We are sorry if this delay may cause inconvenience to your clients. I apologize for my delay in answering your letter, but became involved in trying to stop people from building on our beaches which has taken considerably more time than anticipated.

Sincerely yours,

G. E. ROHDE
Chief Counsel

By

FRANK C. McKINNEY
Assistant Counsel

RECEIVED
MAR - 5 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FCMcK/mdr
cc: R. L. Porter ✓
G. E. Rohde
Dave Moehring
Glen Sorensen

HELTZEL & HELTZEL
LAWYERS
801 PIONEER TRUST BUILDING
SALEM, OREGON
97301

JOHN A. HELTZEL
JAMES O. HELTZEL

TELEPHONE 585-4422
AREA CODE 503

February 14, 1968

REFERRED TO
McLinay
BY DEPUTY STATE HIGHWAY ENGINEER

Please answer

Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

State Highway Commission v. Catharine Hooper
State Highway Commission v. John N. Hooper

The above pending condemnation cases concern the southwest and southeast quadrants of the Woodburn interchange.

While discussing underground telephone lines, the Hoopers received the impression from the telephone company that the commission's proposed construction work on the Hooper properties would not take place until 1969. The Hoopers had understood that your construction work, if it is to be done, would be completed this year and were planning accordingly.

The Hoopers are negotiating with prospective commercial tenants on the remaining land in both quadrants. These tenants naturally wish to know when the work will be done and how the remaining land will look afterward, and they are concerned about highway construction work at a later date interfering with their establishments, if built this year.

It would appear that the commission's resolution of immediate necessity of the proposed highway construction and the filing of the complaints in these cases were premature, since such actions were taken in 1967 and the highway construction is not to be commenced until 1969.

Please advise us when the commission will commence this construction work. The Hoopers and the people with whom they are dealing need to know.

Sincerely,

John A. Heltzel

cc: Mr. and Mrs. John N. Hooper
Armand L. Riveness
George Mead

RECEIVED
FEB 15 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Portland
Orig to McKinney
2-15-68

RECEIVED
JAN 30 1968
FORM E-20 REV 10-65

FOR FILE

78666

5 r

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 29, 1968

To: MEMO TO THE FILE

SUBJECT: File 39953
File 40611
Woodburn Interchange

I have checked for current sales along Interstate 5 both North and Southerly of Woodburn, and have investigated the recorded and unrecorded sales. I have found sales as late as of January 1968.

There are no known sales of a recent date that would cause me to make any adjustment in my estimate of value of the taking in either one of the 2 above files.

Le Roy Edwards.

LE ROY J. EDWARDS
Right of Way Agent

LJE:jg
cc: A. RIVENESS

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 24, 1968

Cross Referenced To:

In reply refer to: 08-35 EC/710.11

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's January 10, 1968 letter requested inclusion of one item for the subject program as a Stage 2 Right of Way phase project. This program item is approved effective today:

Item	Project	Location	Work
520	I-5-5(38)262	Chemawa School	ROW

You are authorized to proceed with right of way incidentals effective today.

Although you requested actual acquisition we are unable to grant this authorization as the public hearing requirements have not been satisfied.

The urban area requirements are satisfactory.

This action provides for Right of Way for a future revision of completed segment of Interstate to provide for safety improvements. The total estimated cost is $15,000 of which $13,800 is reserved as Federal-aid Interstate funds.

NOTED
E. B. KLABOE

orig + yellow to Maintenance
copies Morgan
1-26-68

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 26 1968

78666

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 24, 1968

To: MEMO TO FILE

SUBJECT: File No. 39953
Woodburn Interchange
Pacific Highway
Marion County

In a meeting with Mr. Hooper, Mr. Heltzel, attorney, and Armand Riveness in Armond's office, Mr. Heltzel stated that we are not too far apart, but they cannot see why the State has a low value when sales all indicate a much higher value. They mentioned a sale of 1 acre at Brooks Interchange to Union Oil Company for $65,000 in 1966, 7 acres at Fargo Road for $10,000 per acre, Malone purchased on Highway 214 east of Interchange for $5,700. Mr. Hooper also stated that he will talk with another company tomorrow to lease 2 acres at $25,000 per acre.

Mr. Hooper stated that he would rather have the frontage road built on his remaining land to fit in with his development, and the Highway Department will not have to maintain the frontage road. He also stated that Walstrom has a value of $25,000 per acre, but no official appraisal has been made yet.

Mr. Hooper was asked if the amount for the property westerly of the Freeway, under File 40611, is satisfactory. Mr. Heltzel spoke up and stated that the answer to the complaint is in the mail and is in the amount of $75,000. Mr. Hooper stated that he would give the State all of the right of way if the State eliminated the de-acceleration lane on the westerly side. Mr. Hooper was informed that State's appraisers will check their valuations again.

Virgil P. Wilson

VIRGIL P. WILSON
Right of Way Agent

VPW/sm
cc: D. H. Moehring

FORM B-1393 10M 6-67

RECEIVED
JAN 29 1968
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

FILING

78666

F B. Klaboe's

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 17, 1968

Mr. Robert C. Smith
Master of Woodburn Grange #79
1117 N. First Street
Woodburn, Oregon

Dear Sir:

Since discussing this situation on the telephone with you yesterday, we have made a further investigation of our files and cannot find any record of ever purchasing the original right of way, or purchasing the part of this right of way that would be necessary for the modified curve around the corner of the property owned by the Woodburn Grange.

We know that this highway was acquired from the County by a Commission Resolution on November 13, 1931, to become part of the State Highway system, and from our complete lack of information in this office we would infer that any additional right of way must have been purchased by Marion County prior to this date. We would suggest that you contact Marion County for further information.

I have discussed your request that the State stake the right of way for this curve with our Division Engineer, Mr. R. D. Asburry, and we cannot disregard our regulations to accommodate you. Our regulations state that we cannot do work that would conflict with the work of professional land surveyors, unless it has a direct bearing on our own problems in highway relocation, construction, or maintenance.

For your information, until a deed is found conveying this property to the County, or the State, there is not enough information for a conclusive property survey. We realize that this reply is rather ineffective and does not give you the information you requested.

We hope that in the future we can be of more service. If you again need help on highway matters, please do not hesitate to contact us.

Very truly yours,

NOTED
F. B. KLABOE

G. E. ROHDE
Chief Counsel

RECEIVED
JAN 18 1968
OFFICE OF
STATE HIGHWAY ENGINEER

John R. Oakes
Assistant Right of Way Engineer

JRO:CS
cc: F. B. Klaboe
G. E. Rohde
R. D. Asburry

Mr. K.

1-16-68 2:30 p.m.

Robert Smith called. He is with the Woodburn Grange in Woodburn and he indicated he had called you a couple of weeks ago and you had told him you would have someone take care of the matter. (telephone no. 981-7821)

Re: Highway Department had acquired some property from the Grange previously and now the City of Woodburn was assessing the Grange (on sewer assessment) for this property along with the Grange's other holdings.

I did not know whom you had talked to about this matter but I called John Oakes. He checked on the matter and found that they had a letter from Smith dated November 30 which, inadvertently, had not been answered. He indicated the matter was quite complicated in that we had acquired the property from the County, etc. He said he would call Mr. Smith and try to take care of it. I asked Mr. Oakes to send you a memo or a copy of a reply, etc.....

S.

RECEIVED
JAN 16 1968
FOR FILING

7916

January 10, 1968

Mr. R. H. Burnside
Division Engineer
Bureau of Public Roads
417 Colman Bldg., S. W.
Salem, Oregon 97201

1-5-5(35)262

Dear Sir:

We are submitting program data for an Interstate [illegible] of our project, Item No. [illegible], which we desire to have included in the Federal-Aid Interstate Highway Program.

We are enclosing a copy of Mr. Calvert's memorandum dated December 14, 1967, which sets forth the estimated cost of the property, R/W Plan A-5(5), Sheet and shows the copies of R/W Map T-5(5)-13 upon the property outlined in red.

We hereby request your authorization to proceed with the [illegible] work and the actual acquisition of the right of way.

Very truly yours,

Everett Cooper
State Highway Engineer

By

L. H. Young
Assist Engineer

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5 1.3 mi. N. of Salem N. 0.63 mi.	ADT	17,100	39,800	87	08	Oregon	35	042	520

ED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ay								I-	5-5(38)		262	

DS	COUNTY NAME	CODE	PROGRESS STAGE
Interstate	Marion	047	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-5		I-5

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-5 1.3 mi. North of Salem, North 0.63 mi.						ROW purchase incl. incidental costs (for future revision of slopes from 3:1 to 6:1 in conjunction with future pavement structure reinforcement and shoulder widening)
ROW			0.63	15,000	13,800	1,200		ROW- 274' normal; Access Control-Full; Parking Restrictions-Complete
CONST (CODE)								
BY		PROJECT TOTALS	0.63	15,000	13,800	1,200		

APPROVAL DATES

REMARKS

Relocation Assistance - None involved.

104(b)(5) 1968 Estimate - $0.00, Sec. B5.

USCOMM DUSCOMM-DC 48908-P61

Budget Bureau No. 41-R2067; App

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

U.S. DEP BU

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (65 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
CARD 2	1 (19) (20)	I-5 1.3 mi. N. of Salem N. 0.63 mi. 21 65	ADT	17,100	39,800 (69) (70)	87 (71) (72)	08	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SE
CARD 3	Right of Way 26 62	(63) (65)	(66) (68)	(68)	(70)	(71) (72)	(73)	(74) (75)	I- 14 23	5-5(38) 7	

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
CARD	Interstate	Marion	047 (14) (16)
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL-AID I-5 (32) STATE (36) (37) U.S. I-5 (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TE (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		I-5 1.3 mi. North of Salem, North 0.63 mi.					
5					ROW			0.63	15,000	13,800	1,200	
5					CONST (CODE)							
							PROJECT TOTALS	0.63	15,000	13,800	1,200	

CARD 1	CODE 1	PREPARED BY
1-	14	PROGRAM APPROVAL DATES

(16) (23) (24) (33)

REMARKS

Relocation Assistance - None invo

104(b)(5) 1968 Estimate - $0.00,

Remarks Continued -

Additional Data: See Items P-150, B-81, B-82 and I-166, Projects FI-324(8), I-5-5(24)260, I-5-5(31)259 and I-5-5(16)260.

The proposed right of way to be purchased under this project is necessary for the future "Safety Improvement" to revise the existing 3:1 slopes and median to flatter 6:1 slopes in accordance with the AASHO "Highway Design and Operational Practices Related to Highway Safety, February 1967", which revision will be accomplished concurrently with the pavement structure reinforcement of this section.

This R/W project is being programmed at this time to facilitate the acquisition of required right of way from the Bureau of Indian Affairs (Chemawa Indian School) and will involve a considerable time to negotiate.

A public hearing has not been held relative to the right of way involved.

RECEIVED
OCT 25 1967

FOR FILING

78666

To: MEMO TO FILE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 24, 1967

SUBJECT: File 40611 - Hooper
Woodburn Interchange
Pacific Highway
Marion County

In a meeting with Mr. J. Wallace Gutzler, attorney for Mr. Bill Rose a lessee of the Hooper property, a number of items were discussed. Mr. Gutzler wanted to know how the taking would affect the lease terms of Mr. Rose and access to the land. I informed Mr. Gutzler that access would be provided from the service road connection, or if Mr. Hooper chooses to build the road on his remaining property, the State would pay him the cost of the service road and it would be up to Mr. Hooper to provide his own connection to the driveway.

Mr. Gutzler stated that he would like to be notified if Mr. Hooper cannot be settled, so that an answer to the complaint can be made to protect Mr. Rose. Mr. Rose leases land on both sides of the freeway including the barn where the seed cleaning plant is located. The equipment belongs to Mr. Rose.

Mr. Gutzler was asked if the zoning along Highway 214 for commercial use could be extended in depth more than the 600 feet. Mr. Gutzler stated that the 600' is not a fast rule, that he was sure it could be extended deeper if requested, especially in the area of the new taking, the depth couldbe revised to be 600' from the new right of way line.

Mr. Gutzler was also questioned about the sewer line and possibility of connecting to it. He stated that they would welcome other hook-ups and the amount would be prorated for the whole project or $90,000 the Nazarine Church put up for the sewer line.

A sketch map as attached were left with Mr. Gutzler covering both parcels of the Hooper property under Files 40611 and 39953.

Virgil P. Wilson

VIRGIL P. WILSON
Right of Way Agent

VPW:sm
Attachment
cc: D. H. Moehring

S. 37° 28' W.

1173'

C 1176+26.64 P.I.
N 549,622.84
E 1,385,613.32

E 1385+00.00

E 1378+50.15 P.I.
N 549,515.72

174'

1150

S. 37° 28' W.

SHEEP PASTURE

S 35°00'00" W

130 Ac.

Tower

S 15°00'00" W

40611.
2.05 Ac. ±

110'

110'

150'

170'

170'

0+50

0+00

+00

+40

R.6 Ac. Rt. ±

A 1175+85.54 P.S.C.

A 1178+25.54 P.S.C.

A 1179+49.42 P.C.S.

A 1181+89.42 P.T.

A
240' Sp.
S = 7°12'
a = 2.5

A
240' Sp.
S = 7°12'
a = 2.5

A
6° CR
Ta = 21°50'00"
Ts = 304.60'

Arm. Slope & Organ. Encr.

C. Hooper
594-492

"H" 50'± 10.89 P.O.T.
E 23+36.77 P.O.T.

NORTHWEST CORNER D.L.C. 98

N 550,266.60
E 1,365,332.91

R.O.P.

50'

50'

50'

50'

Deed R/W 1.227 Ac.

20867 (1)

(2) (R1) 5 Ac.

Existing Ontario Easement

S 15° 00' W

170'

170'

0+50

0+00

150'

50'

50'

Ch. Ch. Estate
RW 14227

50' Deed RW 14227
B.C.C. P306

Prem. Limit & Origin Conv.

0+40

4+00

4 1175+85.54 P.C.

"H5" 0+70.89 P.O.T.
E 23+36.77 P.O.T.

NORTHWEST CORNER D.L.C. 98

RCP
N 550,266.60
E 1,385,332.91

4.6 Ac. Rt. ±

40611-(1)
2.85 Ac. ±

A
240' Sp.
S=7°12'
a=2.5

110'

A 1178+25.54 P.S.C.

A
6° CR
Ta=21.50.00"
Ts=304.60'

C. Hooper
594-492

A
240' Sp.
S=7°12'
a=2.5

110'

A 1179+49.42 P.C.S.

A 1181+89.42 P.T.

100

1175

N 550,000
E 1,385,000

C 1176+26.64 P.I.
N 549,822.84
E 1,385,613.32

S 37° 23' W

A 1178+50.14 P.

174'

1180

S 35°

SH

TE-20-16

JG 16 1967

Deed RW 14404
B 458 · P 164

Temporary Detour Easement

Deed RW 14404
B 458 · P 164

Deed RW 14404
B 458 · P 164

Deed RW 14404
B 458 · P 164

TG-20-14

JG 16 1967

Headquarters

C 200'Sp. S=8°00' d=4.0

C 8°CL Tc=24°00' Ts=255.87 Ls=274.68

C 250'Sp. S=10°00' d=3.2

C 1178+95.77 E 15+08

15-00

P.C. 12+55.94

C 173+70.77 P.S.

C 175+70.77 P.C.S.

C 176+45.77 P.C.

150 Ac. M.±

0.924 Ac. ②

565°36'W

1.68 Ac. 39953 ①

S65°38'W

S 80

-Co

150' R.C.R. Δ=62°46' T=91.50

E 5+30.27 P.C.

C 1171+28.35 P.T.

C 120'Sp. S=14°24' d=20.0

Rt. 14+09 #58-164

S 80+70.77 P.C.S.

C 1170+65.93 P.O.T.

S 87°08'E (H.S.E.)

HS 14+04.58 P.O.T.

C 1168+69.04 P.C.

C 24°CR 47°50'00" 9.26 47

HS 10+00 = 1171+65.93 P.O.T. L4E N 550,220.13 E 1,386,260.77

N 550,000

E 1,386,000

C 1176+26.94 P.T.

C 1176+28.22 E 19+35.19

N 5°56'19" E

N 38°51' E

S 37°20'W

S 37°20'W

S 63°10'00"W

Proposed Highway Right of Way Location

Deed RW 14404 B.458 - P.164

450

1175

1174

1178+90.14 P.T.

N 5°56'19" E 1178+23.03

E 19+35.19

N 38°51' E

S 37°20'W

S 37°20'W

S 63°10'00"W

Proposed Highway Right of Way Location

Deed RW 14404 B.458 - P.164

450

1175

1174

RECEIVED
AUG 16 1967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 15, 1967

FOR FILING
7866

To: MEMO TO THE FILE

SUBJECT: File 39953-Hooper
Woodburn Interchange Sec.
Marion County

An inspection of subject property on August 11, 1967 revealed that Mr. Hooper has removed almost all of the cherry orchard lying in the southeast quadrant of the interchange. Removal of the trees indicates a possible development of the corner.

Virgil P. Wilson

VIRGIL P. WILSON
Right of Way Agent

VPW:jb

cc: D. H. MOEHRING

RECEIVED
SEP 26 1967
FOR FILING

Civil
US 78&6

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 26, 1967

To: MEMO TO FILE

SUBJECT: File 39951 - Butler
Woodburn Interchange
Pacific Highway
Marion County

A telephone call from Mr. Carl Davis, attorney for Mr. Butler, this date, inquired about Mr. Butler moving the bull rail in the right of way to the remainder of Shell Oil Company property. Informed Mr. Davis that the railing was part of the purchase, but if it is moved prior to construction, it may be moved by grantor. The railing has little or no salvage value.

Mr. Davis also stated that since our previous conversation and signing the option, an ice company has placed a dispensing machine and storage box partially on the right of way taking, by the large shell sign. Permission was given by the Shell station lessee. Mr. Davis stated that he has advised them the machine will have to be moved off the right of way. The ice company stated that it is not as easy to move as it may seem, that they had to have a crane from Bales & Brady to set the machine when it was placed at said location. Mr. Davis stated that he will keep after them, however, and see if it can be moved without further delay.

Virgil P. Wilson

VIRGIL P. WILSON
Right of Way Agent

VPW:sm

cc: D. H. Moehring

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 15, 1967

In reply refer to: 08-35-DA

FROM: A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
Acting Division Engineer

SUBJECT: Oregon Project I-5-5(36)260
Woodburn Interchange - Hayesville Interchange
Pacific Highway - Undererossing Widening

By July 6 letter you furnished some additional information and again requested that we approve widening of the undercrossings from Hayesville Interchange to Woodburn Interchange.

We are not able to approve this work, which would involve removing the existing undercrossing structures and constructing new structures with greater horizontal and vertical clearance. As noted in our July 27 letter concerning the Goshen - Cottage Grove Section, I-5-3(60)175, Federal Highway Administrator Bridwell made it clear at the AASHO Executive Committee meeting at Biloxi that reasonableness shall prevail and following that premise bridges are not to be torn out and rebuilt. We do not believe that the small increase in safety you would realize from the proposed improvements would justify the high cost of the removal and replacement of these structures. It would also appear that the removal and construction operations involved would in themselves constitute some hazard to the Interstate traveler for quite some period of time.

Although not noted in your letter, the slope flattening anticipated under the forthcoming project for this section should reduce the frequency of serious accidents involving out-of-control vehicles in the median and on the inslopes. Extended, flared, anchored, and blocked-out rail should also help reduce the frequency of the serious accidents.

RECEIVED
AUG 16 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 7 - 1967
FILING
7816La

July 6, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Your File: 08-35-EC

Dear Sir:

Your memorandum of June 15 requested the answers to certain questions concerning our proposed structure replacement and widening on I-5 between Woodburn and the Hayesville Interchange.

In regard to the present guardrail installations on this section, although they do not conform exactly to IM 21-6-66 and 21-11-67, it is very questionable as to whether any type of guardrail could have prevented these fatalities.

In reviewing the accident reports, it becomes quite evident that it was the close proximity of the structure to the edge of the pavement that caused the deaths of the motorists. In three of the fatal accidents, the motorist followed the edge of the pavement on the shoulder for over 225 feet before striking the bridge support. In the fourth fatality, the motorist lost control because of a blown tire and struck the bridge support at almost the right angle to the traffic lane.

To further support our request, we wish to refer to your circular memorandum of June 13, 1967, from Mr. J. D. Lacey, Director of Traffic Operations, concerning fatal accidents on completed sections of the Interstate System, July to December, 1966. Table 12 of your memorandum indicates that 148 of the grand total of 993 fatal accidents on freeways during this period involved striking the guardrail. This represents 15 percent of the total.

Furthermore, an additional 95 fatal accidents involved striking a bridge element. This represents an additional 10 percent of the total fatal accidents. Also, a report published by the State of California listing the fatal accidents on their freeways during the year 1966 indicates that 17 percent of the fatal accidents involved striking either a guardrail, a bridge railing, or a cable or beam barrier. Based on these figures, it would appear that locating guardrail and bridge structures far from the traveled way could result in a considerable reduction in fatal accidents on freeways. It is, therefore, requested that your approval be given to widening the structures between Woodburn and Hayesville on Interstate 5.

You further requested information concerning past FAI funds expended on these structures. The attached listing supplies this information.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachment

bc Forrest Cooper
R. L. Porter
F. B. Klaboe (enc.)
Victor D. Wolfe
F. B. Crandall
Ivan Merchant (enc.)
L. H. Young (enc.)

RLSc:mp ja

COST ESTIMATE FOR WIDENING STRUCTURES

WOODBURN - HAYESVILLE SECTION, I-5

Bridge	Rdwy. Width (Ft.)	Length (Ft.)	Area (Sq. Ft.)	Cost Per (Sq. Ft.)	Total Cost ($)	Previous Expended Federal Interstate Funds ($)
Woodburn Interchange	48	320	15,400	24.00	370,000	34,565
Gervais Rd. Undercrossing	32	500	16,000	27.50	440,000	61,976
St. Louis Rd. Undercrossing	32	260	8,320	21.50	179,000	21,897
Keene Rd. Undercrossing	32	277	8,864	21.50	191,000	24,191
Concomely Rd. Undercrossing	32	317	10,208	24.00	245,000	29,489
Waconda Rd. Undercrossing	32	311	9,952	24.00	239,000	27,944
Brooks Interchange	43	277	13,300	21.50	286,000	23,721
Quinaby Rd. Undercrossing	32	277	8,864	21.50	191,000	23,721
Perkins Rd. Undercrossing	32	277	8,864	21.50	191,000	23,721
N. Chemawa Rd. Undercrossing	32	277	8,864	21.50	191,000	24,958
Chemawa Overcrossing of SPRR						
Widening, Northbound	+ 18	192	3,460	24.00	83,000	Not applicable
Southbound	+ 12	192	2,300	30.00	69,000	Not applicable
Hayesville Interchange U'Xing, US99E						
Northbound	65 Avg.	260	16,100	24.00	406,000	65,069
Southbound	50 Avg.	300	15,000	24.00	365,000	46,262
				Subtotal	$ 3,441,000	$ 407,514
Detour Strs- 2 (Woodburn, Hayesville, Brooks)					175,000	
Removal, 12 Strs. at $25,000					300,000	
					3,916,000	
				+ 20% E & C	784,000	
					$ 4,700,000	

RECEIVED
JUN 1967

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

7864

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 23, 1967

In reply refer to:

FROM : A. W. Parsons, Division Engineer By: T. Dec
Salem, Oregon Engineering Coordinator

SUBJECT: Oregon Project I-5-(36)260
Hayesville Interchange, Woodburn - Hayesville Section

We have reviewed Mr. Morgan's submission of June 14, 1967 requesting approval of widening on the northbound Southern Pacific Railroad structure as an incidental part of the revision of the subject interchange.

Interstate financing for traffic lanes to carry volumes in excess of those anticipated for 1975 cannot be made, so it will not be possible to approve the 12-foot lane with 10-foot shoulder. Instead, the widening with Interstate participation must be considered to be for a 12-foot acceleration lane with 6-foot shoulder or a total of 18 feet outside the thru lanes (15-foot right side widening of existing structure). Such widening is hereby approved in that dimension as an added safety feature.

The above decision appears to be comparable to a request made by Mr. Edwards' June 9, 1967 letter also involving left side widening, widening of the southbound structure and removal of other structures on the route. Mr. Edwards' request for widening the left side of this same structure 3 feet and the southbound structures 12 feet also is approved, except that the widening of the southbound structure should be limited to 10 feet. This approval is with the understanding that consideration will be given to covering the median in accordance with the recommendation on page 39 of the 1967 AASHO report, if appropriate, due to modification of the adjacent roadway median.

The decision on removal of other structures on the route must await your reply to our June 15, 1967 memorandum.

NOTED
JOM EDWARDS

6-29-67

REFERRED TO
By Asst. State Hwy. Engr.

RECEIVED
JUN 26 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 19 1967
FOR FILES

UNITED STATES GOVERNMENT

Memorandum

73 Ore

E Edwards cc Mr. Cooper 6-16-67

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: June 15, 1967

In reply refer to: 08-35-EC

SUBJECT: Oregon Project I-5-5(36)260
Hayesville - Woodburn Interchange Section
Structure Replacement and Widening

Mr. Edwards' June 9, 1967 letter requested reconsideration of the decision in our November 1, 1966 memorandum under the preliminary engineering project, I-5-5(16)260, indicating the Interstate participation in the replacement of undercrossing structures on the subject section was not warranted. In addition, widening of the Chemawa SPRR overcrossing structure is being requested.

You have now furnished more detailed accident data and cost information. However, the accident data does not indicate the type, design, and amount of guardrail in place, if any, and whether or not the same condition now prevails. In addition, the cost data does not include information on credits for FAI funds in accordance with normal procedures for elements of work which might not be incorporated into the completed Interstate system.

Prior to further action on your request, we would appreciate your advice as to whether or not the structures, at the time of the accidents, had been or are now being protected by guardrail in accordance with the provisions of Instructional Memorandums 21-6-66 and 21-11-67, as well as a summary of previous Interstate financing. Though the Chemawa SPRR overcrossing was financed in part with FAI funds, for purposes of the summary of costs it should be assumed that no FAI credits would be applicable since only remodeling would be involved.

orig & Edwards
copies to Morgan
Young
6-16-67

RECEIVED
JUN 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 14 1967
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. [illegible]
VASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
7864

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 14, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Chicago Street N. E.
Salem, Oregon

Subj: Hayesville Interchange
Woodburn-Hayesville Section
Baldock Freeway
Marion County

Dear Mr. Parsons:

Herewith three copies of a proposed revision to the acceleration lane on the northbound on-ramp of the Hayesville Interchange.

The present acceleration lane is dropped south of the existing railroad structure making it quite substandard. As a part of this revision, we intend to widen the existing 30-foot structure to provide for an additional 12-foot lane plus a 10-foot shoulder. The 10-foot shoulder is needed as this added lane will, at some future date, be the outside lane of a six-lane freeway.

May we have your concurrence on this so that we can make it a part of the subject project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By [signature]
F. D. Morgan
Construction Engineer

Attach
DNS:jr

cc: General Files

RECEIVED
JUN 14 1967
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

7866

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: June 12, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-5(35)273, Woodburn Interchange Section
Portland General Electric Company Utility Adjustment

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated April 11, 1967, furnished prior to award of contract for the physical construction, and the above-mentioned utility's memorandum dated April 18, 1967, as well as the plans and estimate furnished therewith and transmitted with Mr. Cartwright's letter dated May 3, 1967.

Reimbursement on an agreed lump sum basis of $1,046.64 is approved. Receipt of Mr. Sugnet's February 1, 1967 affidavit of the company's property rights is acknowledged, and our approval of the permit was dated June 9, 1967.

Our program memorandum dated February 23, 1967 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated October 5, 1966.

6-14-67
REFERRED TO
By Asst. State Hwy. Engr.

NOTED
F B KLARGE

RECEIVED
JUN 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 11 1968
7866

June 9, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

yellow copy
is mailed
Bob

Dear Sir:

There is attached an accident listing showing the accidents which have involved bridge piers or abutments on Interstate I-5 between the Woodburn Interchange and the Hayesville Interchange, inclusive. It will be noted that since September, 1963, there have been four fatal accidents involving the death of five persons on this section of freeway, all of the accidents involving an undercrossing. It would appear that with the increase in traffic volumes the over- and undercrossings are becoming more and more hazardous to the motorist.

We therefore feel that it is imperative these undercrossings be widened to a full 30-foot clearance from the edge of the traveled way and furthermore, that the Southern Pacific Railroad overcrossing be widened to full shoulder widths. Also included in the estimate for this overcrossing is an extension of the existing northbound acceleration lane from US99E.

We wish to request approval to place this work under contract as soon as we are financially able. It is estimated that the total cost for widening these 12 structures will be approximately $4,700,000. There is attached an itemized estimate for doing the work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

bc Forrest Cooper
R. L. Porter
F. B. Klaboe (enc.)
Victor D. Wolfe
F. B. Crandall
Ivan Merchant (enc.)
L. H. Young (enc.)

RLSchmp ja

Alternate - Haysville Steel I-35
Dec 2nd Week
8-14-66 to 5-1-67

Bridge	Roadway Width	Length	Area Ft²	Cost Per Ft²	Total Cost
Wilmington Interchange	48	320	15400	24.00	$ 370,000
Kansas Rd. Wing	32	500	16000	27.50	440,000
St Louis Rd. Wing	32	260	8320	21.50	179,000
Kansas Rd. Wing	32	277	8864	21.50	191,000
Concomdy Rd. Wing	32	319	10,208	24.00	245,000
Wacunda Rd. Wing	32	311	9952	24.00	239,000
Depot Interchange	48	277	13300	21.50	286,000
Gumaby Rd. Wing	32	277	8864	21.50	191,000
Kansas Rd. Wing	32	277	8864	21.50	191,000
N. Chemawa Rd. Wing	32	277	8864	21.50	191,000
Chemawa O'Xing of SPRR	+ 18'	192	3460	24.00	83,000
Widening, No. B	+ 12'	192	2300	30.00	69,000
So. B					
Haysville Interchange	Avg. 65	260	16,100	24.00	406,000
O'Xing SPE No. B	Avg. 50	300	15,000	24.00	360,000
So. B				Sub Total	$3,441,000
Depot Str. [Woodburn, Evans, Haysville (2)]					175,000
Culverts, 12 Str's. @ $25,000					300,000
					$3,916,000
				20% Str	784,000
					$ 4,700,000

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
June, 1967

ACCIDENTS INVOLVING BRIDGE PIERS OR ABUTMENTS
November 1, 1955 to March 31, 1967
Woodburn Interchange to Hayesville Interchange
Pacific Highway

HWY.	M.P.	STRUCTURE	DATE	TIME	PERSONS KILLED	PERSONS INJURED	REMARKS
-5	29.56	U-Xing Hillsboro Silverton Hwy. No.140	3-23-66	3:00 PM	0	0	Daylight, surface wet, asleep, Sbd. car struck guardrail on left.
	33.87	Keene Rd. U-Xing	9-5-63	3:00 PM	2	1	Daylight, surface dry, apparently aslee Sbd. car crossed Sbd. lanes, drove into pillar.
	36.16	Waconda Rd. U-Xing	8-5-65	12:00 N	0	0	Daylight, surface dry, Sbd. car lost control, struck posts on left.
	39.00	Quinaby Rd. U-Xing	5-4-66	12:01 AM	1	1	Dark, surface dry, car veered to shoulder, struck end of guardrail approaching abutment on left.
	39.01	Quinaby Rd. U-Xing	12-25-64	9:30 AM	1	3	Dark, surface dry, blowout, Sbd. car lost control, struck guardrail bridge support on left.
	39.51	U-Xing Barnilk Rd.	11-20-62	8:00 AM	0	0	Daylight, surface wet, Nbd. car struck abutment on right.
	42.31	O-Xing S.P. RR	12-11-59	3:00 PM	0	0	Daylight, surface dry, Nbd. car avoiding Nbd. car cutting in struck bridge railing on right.
	42.75	U-Xing 99E Sbd. Conn.	12-10-65	3:30 AM	1	0	Dark, surface wet, Sbd. car veered to right struck curb, ran off road, struck U-Xing pillars.
	42.83	U-Xing 99E Sbd.	7-29064	3:00 PM	0	2	Daylight, surface dry, Nbd. car lost control, struck U-Xing guardrail on right.
Total Accidents			9		5	7	

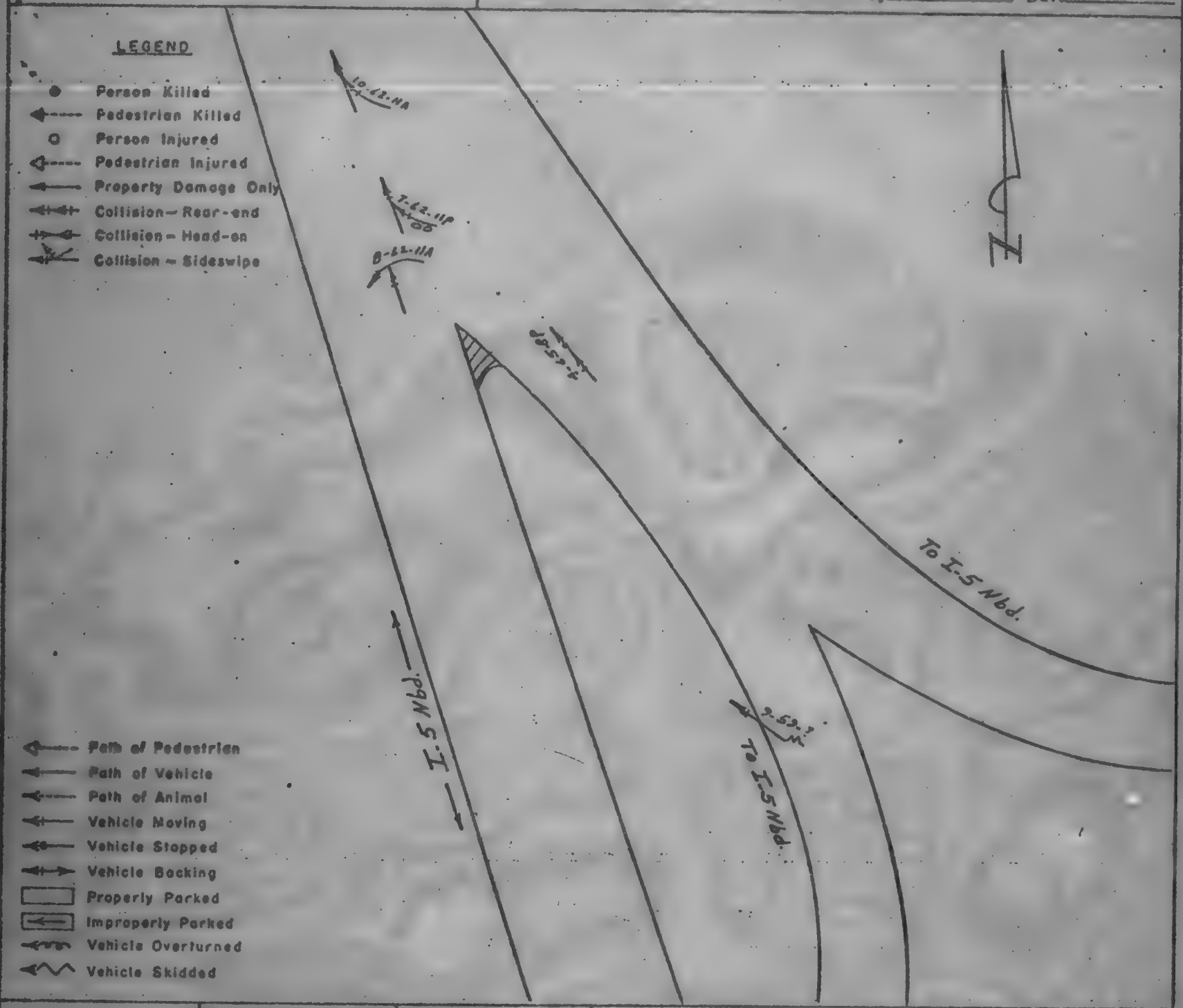
Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of _____ County Marion
Intersection of Hayesville Interchg and Nbd on ramp from 1E
Highway Number I-5 M.P. 42.41
Period Covered 11-1-55 to 3-31-67
Compiled by VBL Drawn by _____ Date 6-1-67

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe
- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded



Collision Type	11-1-55 to 12-31-58				1-1-59 to 12-31-61				1-1-62 to 12-31-65				1-1-66 to 3-31-67				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																				
Head-on																				
Rear-end											1	1							1	1
Sideswipe																				
Turning Movement										1	2	3						1	2	3
Parking																				
Non-collision							1	1											1	1
Fixed Object																				
Pedestrian																				
Backing																				
Misc																				
TOTAL				0			1	1		1	3	4				0		1	4	5

RECEIVED
JUN 9 - 1967
FOR FILING
7866

June 8, 1967

5713

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Your File 08-35-DA

Dear Sir:

Your letter of June 1 comments regarding illumination plan submitted to you with respect to the I-5 - Woodburn Interchange illumination. You indicate approval is granted, subject to certain modifications:

1. That the 38-foot pole setback be maintained along the southbound off-ramp.

2. That frangible or slip-base construction be incorporated in the four poles adjacent to the gore point of both the north- and southbound off-ramps.

The above items will be incorporated in the final plans.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. S. Crandall
L. H. Young

FBC:mk ja

Form CD-121
(11-63)
(Pres. by
A.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

cc Clarke
Edwards

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
[redacted] DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 1, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

RECEIVED
JUN - 5 1967
TRAFFIC ENGINEERING

SUBJECT: Oregon Project I-5-5(36)260
Woodburn Interchange - Hayesville Section
Woodburn Interchange Illumination

Mr. Edwards' May 25, 1967 letter submitted for our approval two copies of a plan for the illumination of the subject interchange. This plan which indicates that 45-foot poles with 15-foot mast arms and a setback of 30 feet will be used supercedes a plan previously submitted. It is noted that the setback on the southbound off ramp is somewhat less than the 30 feet indicated for the other ramps. Since a greater number of collisions with light standards occur at or on the interchange ramps it is felt the 30-foot setback should be maintained on this ramp also. In addition it is suggested that consideration be given to using frangible or slip-base construction on the four poles adjacent to the gore point of both the north and southbound off ramps.

The plan as submitted is otherwise considered acceptable and is hereby approved.

copy - Young
Files

Grandau PO

RECEIVED
JUN 2 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 26 1967
FILE ROOM
7814

May 25, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Attached are two copies of a plan showing the proposed illumination project at the Woodburn Interchange on Interstate 5.

The plan proposes partial interchange lighting as can be seen from the attached plan. This interchange qualifies for partial interchange illumination under Case B-4, since the total ramp volume entering and leaving the freeway exceeds 1,000 vehicles, ADT.

As you know, there is in existence at this interchange at this time partial illumination. Under this project we would propose to remove the lights that are currently installed and install an illumination project utilizing 45-foot poles with 15-foot mast arms and a setback of 30 feet.

The attached plan supercedes the one previously submitted to your office on April 10. The previous plan incorporated low mounting height poles with a reduced setback. The plan now being submitted to you incorporates our latest policy on safety operation.

We request your early consideration and approval of this project.

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. H. Young

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

LEG:mk ja

Attachments (2)

RECEIVED
JUN 2 - 1967

78166

Salem, Oregon 97310
June 2, 1967

Woodburn-Hayesville Section

Mr. F. D. Morgan
Construction Engineer
BUILDING

I have received Mr. Decker's recommendations for the stage construction overlay on this section. He recommends a four-inch overlay with a plant mix seal between Concomly Road and Hayesville, and a five-inch overlay plus a plant mix seal between the Woodburn Interchange and Concomly Road.

We should proceed on the basis outlined by Mr. Decker but only go to contract if we have a positive guarantee from the Bureau that they will allow the additional pavement with Interstate funds as a future project.

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

RECEIVED
MAY 24 1967
FOR FILING

78666

Salem, Oregon 97310
May 24, 1967

Mr. F. D. Morgan
Construction Engineer
BUILDING

Woodburn-Haycsville
Section, I-5

Due to the necessity of financing the Pendleton Bypass and the West Linn-Oregon City Bridge, funds will not be available to contract this job as scheduled. It is hoped that sufficient funds will become available for the work by the end of this year or early next year.

The Bureau of Public Roads has also requested that we consider reducing the overlay from the proposed seven to eight inches to some lesser figure, probably in the neighborhood of four to five inches. They guarantee us that we will still have approval for the seven to eight inches but that the work should be done as a stage construction project.

Please therefore have Mr. Decker reevaluate his analysis of the depth of overlay and advise me of a new recommendation along the lines stated above. Following this recommendation, please undertake to work up the job on the lesser depth of overlay. Positive programming with the Bureau as to the stage construction features should be undertaken at the P.S. & E. stage.

You should also analyze the project and plan it in such a manner so that the slopes, guardrail, et cetera will not have to be changed when the second stage is contracted.

The Bureau also recommended that we consider placing over this overlay a plant mix seal. I will advise you about this feature in the near future.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Forrest Cooper
Tom Edwards
L. H. Young
R. L. Porter
Victor D. Wolfe
Ivan Merchant

5-22-67

FORM PR-88 (REV. 1-65) cc: Region OSHD

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

INSPECTION REPORT

saf

REGION NO.	REPORT ON	DIVISION
8	Plan-in-Hand Inspection	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**	**PROJECT NO.**
5-22-67, 5-26-67	J. J. Hagmann, Area Engr C. E. Brooks, Dist Engr	I-5-5(36)260

IN COMPANY WITH

R. D. Asbury, Div Engr, OSHD; F. W. Sugnet, Field Utilities Liaison Engr. OSHD

REMARKS

WOODBURN INTERCHANGE - HAYESVILLE INTERCHANGE SECTION
PACIFIC HIGHWAY, MARION COUNTY

This plan-in-hand inspection was made in the field with plans with the above title stamped "Preliminary Copy, May 9, 1967." During the 5-22-67 inspection the following items were discussed and are considered significant:

Pavement surveys for this section utilizing "R-values", Oregon's flexible pavement design, adjusted factors for existing base and existing surfacing, and predicted 1983 traffic indicate the need for 7-inch or 8-inch overlays. There is evidence of some pavement rutting and minor distortion, and some minor settlement. However, we believe that a 7-inch or 8-inch overlay at this time would be in excess of the justified need. Only minor patching and no pavement cracking, or other pavement structural failure was noted. 4" being designed.

The typical section indicates a 6-foot wide inside paved shoulder. This should be changed to 4 feet. It also indicates 8 inches of AC, plus 4 additional inches of asphaltic concrete base course for the outer 10-foot wide shoulders. We do not believe that excavation of the existing oil mat shoulder of average width 8 feet is justified. In addition the 2-foot right offset for changing from .02 to .04 ft. per ft. is considered unnecessary. The slope change should begin at the 12-foot lane line and an approximate .03 ft. per ft. slope is recommended if stage construction is utilized. The later stage would then carry greater shoulder slopes and no work on the inslopes would likely be necessary at the later stage. ? Decker.

NOTED F.B. KLABOE

The typical section also shows a median fence in the center of the 54-foot wide median. We believe that the median fence would prove aesthetically unpleasing, hazardous and expensive to maintain, and of questionable need. Intentional median crossings should be

(more)

Morgan ✓✓✓
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
JUN 21 1967
CONSTRUCTION DIVISION

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

EDITION OF 8-60 MAY BE USED.

prevented by enforcement, signing, and plantings. The 34-foot wide median would not justify use of guardrail. The existing plantings in the median, which are well established and serve as an excellent headlight screen, are to be removed to accommodate the flatter slopes. We understand it would be impracticable and economically infeasible to try to replant these plantings, most of which are multiflora rose bushes 6 feet tall or more, but that a landscaping project is anticipated shortly after completion of this project.

Although not shown on the preliminary plans, it is understood that replacement of existing signs and any other roadside appurtenances will conform to the new February 1967 AASHO Highway Design and Operational Practices Related to Highway Safety.

At the Woodburn Interchange, reconstruction of the large drainage ditch in the southwest quadrant should be indicated on the plans.

Existing utility crossings at the crossroads or interchanges, where applicable, should be covered by appropriate permits. Most, if not all, telephone crossings will be taken under ground.

Traffic was discussed. Only traffic stoppage would be for truck crossings. Work areas will be confined to one lane at a time. We recommend that the Special Provisions allow no stoppages or one-lane restrictions during holiday periods and from, say, each Friday afternoon through Sunday; that no employees be allowed to park private cars on the right of way; and that a specific plan covering the construction signing sequence, content, and spacing be provided to ensure the safest possible construction zones.

On 5-26-67, the writer again accompanied Mr. Sugnet and Mr. D. C. White, Division Superintendent, Portland General Electric Co., Salem, to view the PGE conflicts. The following matters were discussed:

At the Brooks Interchange the existing PGE poles will be moved closer to the crossroad to insure that they will be serviced from the crossroad. This existing line has poles in the northeast and northwest quadrants and passes under the large Bonneville Power transmission line near its tower, which is also in the northwest quadrant.

A power pole inside the access control at St. Louis Road will be removed. At Woodburn Interchange two new poles within the interchange adjacent to the crossroad, replacing the four existing poles, will carry the existing line over the Interstate. The poles and line will be serviced from the crossroad. The only alternate would be to utilize approximately 7 poles, including at least four angle poles with anchors, to go around the southerly end of the interchange. This would prove aesthetically unpleasing, impracticable, and costly to the government.

RECEIVED
MAY 25 1967

S P

Form CD-121 (11-63) (Prec. by A.O. 206-10)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
~~U.S. DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~
477 Cottage Street, NE
Salem, Oregon 97301

KLABOE

UNITED STATES GOVERNMENT

Memorandum

78466

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 22, 1967

In reply refer to: 08-35.EC/710.11

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
T. Dec
Engineering Coordinator

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's May 2, 1967 letter transmitted three items for inclusion in the subject program. These items are approved effective today as Stage 2 Construction Phase projects:

Item	Project	Location	Work
491	I-80N-2(37)39	Multnomah Co. Line-Cascade Locks	Pave
492	I-5-5(36)260	Woodburn Int.-Hayesville Int.	Gr. pave
493	I-405-8(18)303	Willamette Riv.-N.W. Johnson	Sewer & demo.

On Item 491, I-80N-2(37)39 Multnomah County Line to E. Cascade Locks Section, our approval is with the understanding that consideration will be given to placing the additional pavement stage construction with a plant-mix seal.

The adjustment of several signs is recognized as a safety project, however the exact determination of eligibility will be established at P.S. & E. under the provisions of IM 21-6-67 which should be received shortly.

On Item 492, I-5-5(36)260, Woodburn Interchange to Hayesville Interchange Section, our approval is with the understanding that consideration will be given to placing additional pavement construction in stages under the optional procedure of the last paragraph on page 2 of a May 9, 1967 circular memorandum on this subject, with a plant-mix seal.

The adjustment of several signs and other work is recognized as a safety project, however the exact determination of eligibility will be established at P.S. & E. under the provisions of IM 21-6-67 which should be received in the near future.

On Item 493, I-405-8(18)303, Willamette River-N.W. Johnson St. Section, you are authorized to proceed with utility and railroad preparatory work effective today.

This project qualifies under Section B-3 of IM 50-2-65.

Some sort of interim agreement should be obtained for demolishing the S.P. & S. non-operating property building rather than merely obtaining a permit of entry.

(more)

REFERRED TO Morton - Young - Nelson 5-25-67
By Asst. State Hwy. Engr.

NOTED

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

This action provides for improvement to 17.401 miles of Interstate System at a total estimated cost of $6,450,000 of which $5,939,000 is reserved as Federal-aid Interstate funds.

RECEIVED
MAY 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 18 1967
FOR FILES

Form CO-121 (11-63) (Prea. by A.O. 20E-10)

UNITED STATES GOVERNMENT

Memorandum

7866

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 15, 1967

In reply refer to: 08-35-DA

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

RECEIVED
MAY 16 1967
OFFICE OF
STATE HIGHWAY ENGINEER

SUBJECT: Oregon Project I-5-5(36)260
Woodburn Interchange - Hayesville Section

This office has received preliminary plans for the subject section of Interstate 5.

It is noted that the typical section shown on page 2 indicates a 6-foot paved shoulder on the left. The instruction manual for the preparation and submission of the 1968 Estimate of the Cost of Completing the Interstate System clearly indicates on page 34 under the heading Left Shoulders that for 4- and 6-lane divided highways, up to 6 feet of usable width may be constructed, of which up to 4 feet may be paved.

The AASHO Geometric Design Standards for the National System of Interstate and Defense Highways, revised May 15, 1965, makes no specific mention of shoulders on the left-hand side of the highway; however it does indicate in the paragraph headed Medians that a minimum median in rural areas should be 36 feet.

The width to be paved on the left shoulder was thoroughly discussed with our Regional office when the P.S. & E. for I-80N-5(27)187, Stanfield Junction - Pendleton Section, was submitted for approval. After considerable discussion and exchanges of correspondence the paved 6-foot left shoulder on the Stanfield Junction - Pendleton Section was approved for that project only. It is our understanding that they will be very reluctant to approve any paved left shoulder widths in excess of 4 feet without considerable justification.

Based on our long-standing policy, the width of the paved portion of the left shoulder should not exceed 4 feet unless particular conditions on any single project may warrant further special consideration. If you feel that a particular project warrants special consideration, justification data should be submitted to this office well in advance of the P.S. & E. so that adequate study may be made and a decision rendered prior to advertising.

The subject project should be modified to show a 4-foot paved width on the left shoulder.

REFERRED TO 5-17-67
By Asst. State Hwy. Engr.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 15 1967
FOR FILING

78666

Fred W. Hill, Member
Helix

May 12, 1967

AIRMAIL

Mr. Walter R. May
Chief Counsel
Special Subcommittee
on Federal-aid Highway Program
House of Representatives
Rayburn House Office Building
Washington, D. C. 20512

Dear Mr. May:

About a month ago when I was in your office, we discussed safety items on highways. We have what I believe is a good example of our objections to the Bureau of Public Roads action in this regard. While the Bureau talks loudly of highway safety, it seems to be reluctant to approve projects to promote safety.

A portion of Interstate 5 between Woodburn and Hayesville in Marion County is in need of a heavy surfacing improvement. We have obtained the approval of the Bureau of Public Roads to perform this surfacing work with Interstate funds.

The work however will require raising of the existing grade to a maximum of eight inches. This in turn will reduce the clearances underneath the structures a like amount and will, in our opinion, create an extremely hazardous condition.

In order to illustrate this situation, I am attaching a list of the ten structures involved and the minimum vertical clearances that will result following the construction of the new surface. You will note that these clearances vary from a minimum of 13.85 feet to a maximum of 14.75 feet. The clearances that would be required by the Interstate regulations if the structures were built today would be 17 feet.

The State has requested the Bureau of Public Roads to participate in the cost of raising these ten structures to meet the criteria of 17 feet minimum vertical clearance. It is our estimate that the raising of each structure would cost approximately $50,000 for a total cost of $500,000.

Acting under the regulations that the Bureau of Public Roads appears to be guided by, it has refused to finance this work with Interstate funds.

I am attaching a copy of the latest Bureau directive which refers to this matter. Just how the Bureau can reconcile a safety program with inadequate vertical clearances, I am at a loss to understand.

We sincerely believe that the Bureau is making a mistake in this case and that, by this action, it will contribute to the creation of a hazardous situation. These low bridges have been the scene of accidents with damage both to properties and to structures. Undoubtedly, the situation will be worsened by reason of the reconstruction approved by the Bureau. If we are to actually promote safety and build it into our highways, action rather than lip service is necessary. We therefore take this opportunity of bringing this matter to the attention of your Committee.

Very truly yours,

Forrest Cooper
State Highway Engineer

FBK:srb FC:fn
Attach.
Commissioners
cc R. L. Porter
F. B. Kiabee
Victor D. Wolfe

STRUCTURAL VERTICAL CLEARANCES

WOODBURN-HAYESVILLE SECTION

PACIFIC HIGHWAY - MARION COUNTY

Name of Structure	Min. Vert. Clearance with Overlay
Woodburn	14.75'
Gervais	14.75'
St. Louis	14.07'
Keene	14.03'
Concomly	14.20'
Waconda	14.50'
Hopmere	14.60'
Quinaby	14.55'
Perkins	13.85'
Chemawa	14.30'

It is estimated that it will cost $50,000 to raise each structure and regrade the approaches. This will make a total package of $500,000.

April 28, 1967

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
WASHINGTON, D.C. 20591

May 9,1967

CIRCULAR MEMORANDUM TO: Regional Federal Highway Administrators,
Regions 1-9 inclusive, and Division Engineers

FROM: G. M. Williams, Director
32-26 Office of Engineering and Operations GMW.

SUBJECT: 1968 Interstate Cost Estimate and IM 21-1-67:
Additional Stage Construction on Pavement Structures
Constructed or Authorized to be Constructed Prior to October 1963

At each of the conferences with State, Regional, and Division office representatives, whereat the details of the February 1967 Instruction Manual for preparation and submission of the 1968 Estimate of the cost of completing the Interstate System were reviewed and discussed, several charts and a sheet of notes concerning the application of the provisions of IM 21-1-67, dated January 11, 1967, were made available to the principal representatives of the several offices present. Prints of these charts and notes are attached to this memorandum as Attachments "A" and "B", respectively.

At the time of discussion of these matters at those conferences, explanation was given concerning the design periods and design years for the structural aspects of pavement structures that would be applicable to the four types of estimate sections labeled "(a), (b), (c) and (d)" on page 6, Section I, of the Instruction Manual. The applicable design periods and design years, for the pavement structure, for these estimate sections types are restated hereafter:

(a) Projects not yet authorized for FAI fund construction:

The design period is 20 years after the date of authorization for construction of the initial stage of pavement structure. The latest design year would be 1992, corresponding with an initial authorization date of 1972, which would be the latest year in which construction could be undertaken under the existing Interstate program legislation.

(b) Projects constructed with FAI funds for which the pavement construction was authorized prior to October 24, 1963:

The design traffic analysis period for determining the ultimate design is to be 20 years after the date of authorization of the initial pavement construction project, with a design year of 1975 for work authorized in mid-1956, and a design year of 1983 for work authorized in late 1963.

- more -

(c) Projects authorized for FAI fund pavement construction prior to January 1, 1967, but subsequent to January 1, 1964:

The design traffic analysis period is 20 years after the date of authorization of the initial pavement construction project, with a design year of 1983 for work authorized in early 1963 and a design year of 1986 for work authorized in late 1966.

(d) Projects constructed prior to October 24, 1963, with classes of funds other than FAI and accepted into the Interstate System as reasonably meeting the standards of system for the design year 1975:

The design traffic analysis period for the ultimate structural design may be 20 years from the date of authorization of additional pavement construction. However, for FAI participation, the traffic analysis period is to be 1983 regardless of whether the additional stage construction was authorized in 1964 or is authorized in 1972.

The two general cases of existing pavements that may be considered under the provisions of IM 21-1-67 are (b) and (d), above. The above information is intended to provide a record for all those at work on the 1968 estimate so that estimating procedures will be the same in all States. It supplements information under question number 6 as distributed in the Circular Memorandum dated March 31, 1967, subject: "1968 Interstate Cost Estimate Manual Supplement #2, Questions and Answers."

The following information defines in greater detail the additional construction that may be undertaken with FAI participation, under the provisions of IM 21-1-67. This information is for application not only to the work, the costs of which may be included in the 1968 Estimate, but also to the work of specific projects which may be undertaken with FAI and other Federal-aid fund participation.

1. Stage Construction

Stage construction of pavements as defined in IM 21-1-67 is the periodic placement of additional layer(s) of pavement construction that will add to the structural capacity of an existing pavement structure. Stage construction does not include the placement of materials for the purpose of rejuvenating or protecting the existing pavement surface, which work is classed as maintenance.

Work determined to be eligible for Federal-aid participation under the provisions of IM 21-1-67 may be constructed in stages. The minimum thickness of overlay layers of bituminous materials shall be 1-1/2 inches if the total overlay is placed at one time. However, if this minimum thickness of 1-1/2 inches is to be placed in two stages, the first stage is to be 1 inch in thickness and the second stage may be 1/2 inch in thickness, preferably of the type defined as a plant mix seal coat.

- more -

Prior to authorization of stage construction the project records should be documented as to the ultimate pavement structural design planned for the applicable design traffic analysis period.

2. Criteria for Determining Eligibility

a. Field Examination - Where a field examination and evaluation establishes that existing pavements authorized prior to October 24, 1963, are structurally inadequate or that with normal maintenance they will not provide reasonable service through the appropriate design period, further consideration may be given to providing an additional stage of pavement construction. This examination and evaluation should be detailed enough to support a conclusion that the serviceability of the pavement is not now or will not be satisfactory during the design period. Some specific examples of signs of distress which may warrant further evaluation and a design analysis are:

FLEXIBLE PAVEMENT

Extensive cracking in the wheel path.

Rutting or deformation that extends below the surface course.

Excessive deflection under load.

Rough and deformed riding surface.

Random, transverse, and longitudinal cracking that will result in early deterioration of the pavement structure.

RIGID PAVEMENT

Cracked slabs, structurally weakened.

Severe pumping of subbase material.

Faulting and warping at transverse joints.

Rough and deformed riding surface.

b. Design Analysis - Where the field examination indicates inadequacy of the existing pavement structure a design analysis should be made by the State highway department to support the State's proposal for additional construction. This analysis should determine what the inadequacies are and the type and extent of work needed to correct them. As a minimum the design analysis should include the following determinations:

- more -

(1) Present structural condition and serviceability.

(2) Structural value of existing subbase, base and surface courses based on presently used material coefficients.

(3) Ultimate structural design needed for the appropriate traffic analysis period to assure a terminal serviceability index of 2.0.

(4) The type and extent of maintenance and/or reconstruction work, which together with additional stage construction (overlay) will provide acceptable serviceability through the appropriate design period.

When considering the extent of work, a design analysis should be made individually for each original pavement construction contract. The extent of maintenance, reconstruction and additional stage construction should be based on the field examination and design analysis for each major change in conditions or design criteria, as applicable, within the limits of each previously constructed project.

c. Type and Kind of Work - The three types of work which may be necessary to assure acceptable pavement serviceability are:

(1) Maintenance - Work required primarily for rejuvenation or protection of existing surfaces; less than minimum thickness or short length, intermittent overlays to restore riding surface; patching and minor failures; and undersealing of concrete slabs other than that essential as a part of reconstruction.

(2) Reconstruction - Work required to restore the existing pavement structure to a condition suitable whereon to place additional layer(s) of pavement structure. Such work includes items such as cutting out and replacing sections of existing pavement (except at points of fixed grade control such as bridge ends); patching potholes; repair of spalled joints; placement of large amounts of material to fill settled areas; reworking and relaying and compacting existing materials; and undersealing when it is essential to satisfactory performance of additional layer(s).

(3) Additional Stage Construction (overlay) - The placement of additional layer(s) of pavement over existing pavement structures (including reconstructed pavement structures) that is required to provide sufficient structural strength to the pavement and assure the desired serviceability during the appropriate design period. The design analysis should support the need for such work. The additional layer(s) may include small amounts of additional material to serve as a leveling course.

- more -

3. Federal-aid Fund Participation in Additional Work

Case I - The field examination indicates that the State can provide reasonable serviceability through the appropriate design period with normal maintenance operations. There is not a need for additional work with FAI fund participation.

Case II - The field examination and the structural design analysis for FAI funded pavement construction projects authorized prior to October 24, 1963, establishes the need for additional stage construction to provide adequacy through the appropriate design year. FAI funds may participate in the cost of additional stage construction.

Case III - The field examination and design analysis on FAI funded pavement projects authorized prior to October 24, 1963, establishes the need for both reconstruction of existing pavement and additional stage construction to provide adequacy through the appropriate design year. Federal-aid funds may participate in work as follows:

(1) Reconstruction - Where any part of the existing pavement structure needs reconstruction in any respect to render it structurally sound to serve as an element of the ultimate design, such work is not eligible for FAI fund participation but may be approved for FAP or FAU fund participation.

(2) Additional stage construction - That portion of the additional pavement structure work not classed as maintenance or reconstruction, and required for reasonable serviceability through the appropriate design period, is eligible for FAI fund participation.

Case IV - The condition examination and design analysis on a section of Interstate pavement structure constructed prior to October 24, 1963, without FAI fund participation, establishes the need for additional pavement structure to provide adequate serviceability performance (index 2.0) through a design year of 1983. The costs for the ultimate pavement structure are eligible for Federal-aid funds as follows:

(1) The cost of such additional construction and appropriate reconstruction are eligible for FAI fund participation if undertaken during the period of continuance of the Interstate program.

(2) If a State desires to construct at one stage more pavement structure than is required for the design year 1983, there may be FAI participation in that increment required for 1983 traffic. The cost for any increment of additional stage construction beyond 1983 may be eligible for participation with FAP or FAU funds.

- more -

4. Related Work

Approvals to provide additional pavement overlays for FAI funded work may include minimum amounts of related incidental work consistent with acceptable construction practices and safety conditions.

Full depth overlays for the full width of surfaced shoulders should not be approved except as they may qualify under IM 21-1-62 dated January 11, 1962, or except where the resultant shoulder cross slope would otherwise exceed the maximum slope consistent with acceptable design practice. There should be a reasonably smooth and safely traversable transition between the overlay pavement surface and the shoulder surface. Normally, the through traffic lane overlays should be feathered out completely within the shoulder width or, where maximum slope governs, feathered to a lesser depth over the width of the shoulder. Cross slopes of surfaced shoulders desirably should not exceed 3/4 inch per foot (0.06 foot-per-foot) and as a maximum shall not exceed 1 inch per foot (0.08 foot-per-foot). The latter slope rate produces an algebraic difference between pavement and shoulder slopes of about 0.06 foot per-foot at the pavement edge which approaches the maximum which should be considered for safe high-speed operation.

On left shoulders with surfaced width of 4 feet or less, the above cross-slope controls may not permit feathering out of the traffic lane overlay within the shoulder width. A practicable amount of reshaping or regrading of the median beyond the shoulder pavement to provide smooth, safe continuity of slope or other practical adjustment may be undertaken as an incidental part of the overlay work. Where there is a 10-foot surfaced shoulder width, as normally on the right and sometimes on the left, regrading of the material outside the shoulder is not considered to be necessary. Any necessary depth of overlay near the outer edge of shoulder is to be sloped along the existing plane of the inslope. The minor narrowing of the right shoulder resulting from this method of construction is not considered objectionable.

As necessary, pavement stage construction work may include the adjustment of drainage inlets in or adjacent to the through traffic lanes, following the State's customary practice.

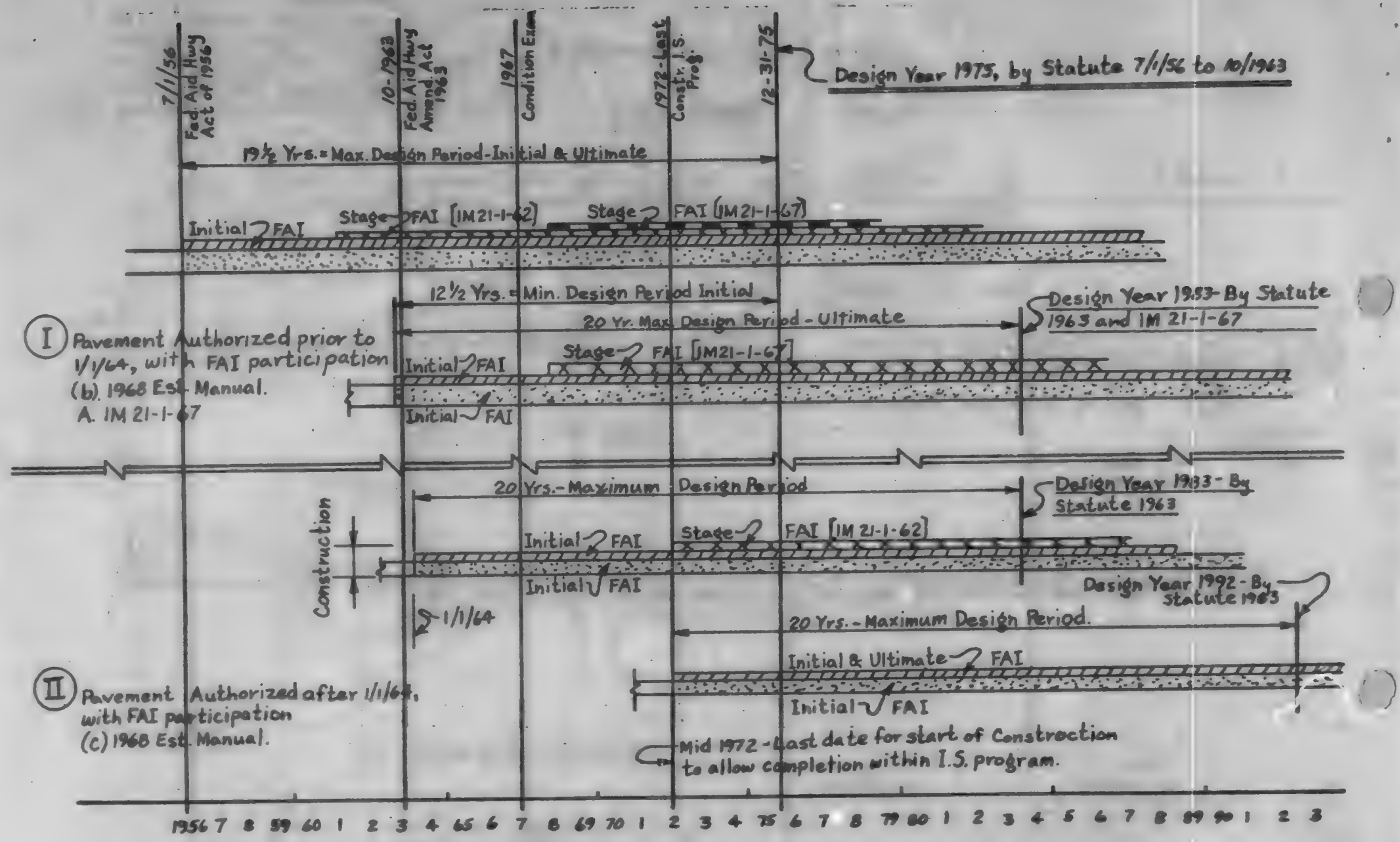
It is not considered necessary, as part of pavement overlay work, to raise curbs such as at bridges, ramp terminals, etc., nor to raise guardrail unless the raised elevation at the shoulder edge is sufficient to reduce its effective height below the minimum considered essential for proper functioning. Adjustment of less than 4 inches is not considered necessary.

Reconstruction of bridges to increase vertical clearances or to adjust bridge curbs-rails is not to be included as part of participating overlay work.

- more -

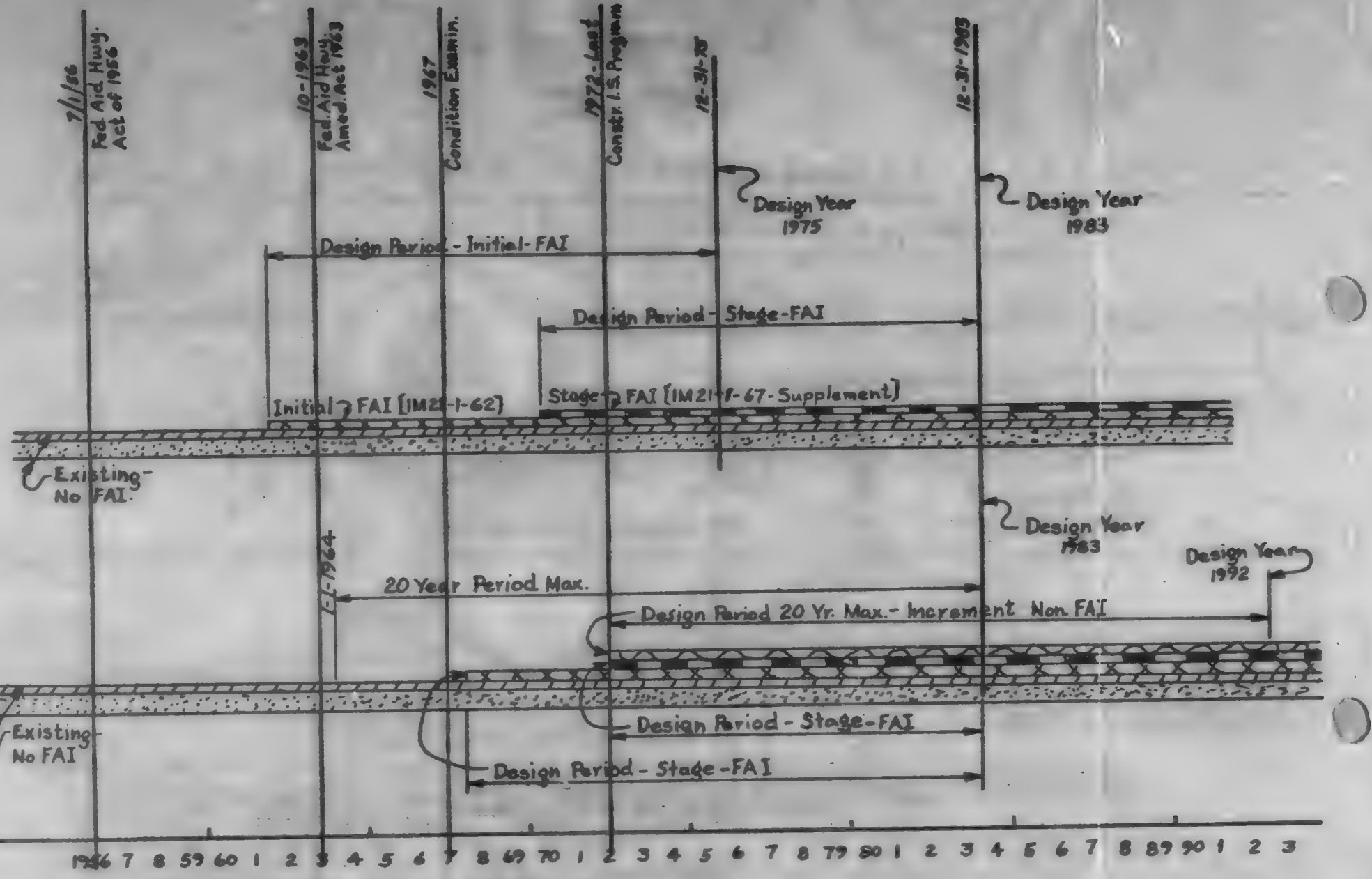
5. Work Sheets

Attachments "C" and "D" are suggested forms for recording of locations where field examination of existing pavements and subsequent design analysis indicates that additional work of maintenance, or reconstruction, or additional stage construction, or combinations thereof, are judged necessary to provide adequate serviceability through the appropriate design period. Attachment "C" is for use with rigid type pavement. Attachment "D" is for use with flexible type pavement. Entries shown on these attachments are a small number of examples to indicate the types and extent of information to be recorded for specific cases of additional work proposed by the State highway department. The actual work sheets are to be retained in the records of the State highway department, and the entries on such work sheets are to be concurred in by Public Roads Division Office representative(s) as a basis for incluzion of the costs for the work of reconstruction (FAP or FAU funds) and of additional construction (FAI funds) in the States 1968 estimate of the cost to complete the Interstate System. Other forms that will provide the same or additional information may be developed and used by the State highway department.



TIME-YEARS

Attachment A - Sheet 1 of 2



(III) Pavement authorized before and after 1/11/64 with FAI participation - On construction in place constructed without FAI participation.
(d) 1968 Estimate Manual.
— IM 21-1-67 & Supplement.

Attachment A - Sheet 2 of 2

Attachment "B"

STATEMENT FOR ESTIMATE MANUAL MEETINGS ON STAGE CONSTRUCTION OF PAVEMENTS

Public Roads policy on stage construction of Interstate system pavements is stated in Instructional Memorandums 21-1-62 and 21-1-67. The pertinent references in the 1968 Estimate Manual to the features of pavement design concerned with design year and stage construction are: paragraphs (a), (b), (c), and (d), bottom of page 6; top two paragraphs on page 9; and last two paragraphs on page 28.

The date of October 1963 is the date of approval of the Federal-aid Highway Act of 1963 which effected the change in the design year date of 1975 to a date 20 years from the date of construction.

IM 21-1-67 specifically covers "condition (b)" on page 6 of the manual; it does not cover "condition (d)." Coverage of condition (d) on page 6 of the 1968 Estimate Manual as regards pavement construction and additional pavement construction eligible for FAI fund participation follows:

Where the condition examination and design analysis in 1967 of a section of Interstate pavement structure that was constructed prior to January 1, 1964, without FAI fund participation establishes the need for additional pavement layer(s) to provide adequate serviceability performance through a design year 1983 (i.e. 20 years after the enactment of the Federal-aid Highway Act of 1963), the costs ror such additional (stage(s)) (layer(s)) of construction may be included in the 1968 estimate, and the field may authorize actual construction of the additional (stage(s)) (layer(s)) of construction with FAI fund participation.

The design for the pavement structure to provide adequate serviceability performance through a design year 1983 in these cases shall be based on the principle that the in-place construction plus the additional construction will provide a serviceability index of not less than two for the traffic volumes that are anticipated to travel over the highway section for the period between the time the additional construction is completed and in service and the end of calendar year 1983. The costs for construction of such additional construction are eligible for FAI fund participation if undertaken during the period of continuance of the Interstate program.

If the additional construction for the 1983 design year condition is not placed until about 1972, the State proposes a design for adequacy of 20 years after that date, and desires to construct at one stage the full additional pavement for the 20 year design period, there may be FAI fund participation in the costs of that increment of additional construction for adequacy for a design year of 1983. The costs for any increment of additional construction beyond 1983 will not be eligible for FAI participation, but may be eligible for participation with Federal-aid primary or urban funds if such funds are available and such use is found appropriate at that time.

3/1/67

Attachment "C"

Typical Deficiencies, Proposed Corrections and Financing for Improvements on Existing RIGID PAVEMENTS

IDENTIFICATION	INDICATED DEFICIENCY	APPARENT CAUSE OF DEFICIENCY	WORK PROPOSED TO CORRECT DEFICIENCY TO BE SATISFACTORY FOR DESIGN PERIOD	WORK CLASSIFICATION			CLASS OF FEDERAL-AID FUNDS AVAILABLE		
				Maintenance	Reconstruction	Additional Construction	None	Federal-aid other than FAI	FAI
Additional Columns as qired to show Route, Section, Location, type of pavement, thickness, year built, etc.	Scaling *	Overworked Surf.(finish)	PCC or Bit. overlay	X			X		
	Worn Surf. *	Severe exposure winter maint. chained Traffic	PCC or Bit. overlay	X			X		
	Spalled Joints *	Result of Constr. Opr. severe exposure or maintenance operation	Remove and replace portions of concrete adjacent to joints and replace jointing	X			X		
	Pumping at joints & Cracks	Base and Subbase succeptible to pumping	Asphaltic Subseal and PCC or Bit. overlay		X			X	
	Faulted Joints	Extended time of pumping or inadequate load transfer	Asphaltic subseal or mud jacking operation & PCC or Bit. overlay		X			X	
	Rough Surf. Serviceability Index approaching 2.0 or less	Equivalent 18 kip axles exceed the capacity of the existing structure	PCC or Bit. overlay			X			X

* These deficiencies may qualify for reconstruction work with other than FAI funds when the work proposed is incidental to the reconstruction of the existing structure.

ATTACHMENT "D"

Typical Deficiencies, Proposed Corrections and Financing for Improvements on Existing FLEXIBLE PAVEMENTS

IDENTIFICATION	INDICATED DEFICIENCY	APPARENT CAUSE OF DEFICIENCY	WORK PROPOSED TO CORRECT DEFICIENCY TO BE SATISFACTORY FOR DESIGN PERIOD	WORK CLASSIFICATION			CLASS OF FEDERAL-AID FUNDS AVAILABLE		
				Maintenance	Reconstruction	Additional Construction	None	Federal-aid other than FAI	FAI
Additional Columns as required to show Route, Section, Location, type of pavement, thickness, year built, etc.	Pavement Cracking Distorted Surface	Swelling Soils in cut Sections	Spot reconstruction of subbase, base & Bit. leveling course		X			X	
		Inadequate thickness for traffic over the design period	Additional Bit. overlay			X			X
	Surface Cracking Surface Rutting Subgrade Rutting	Insufficient thickness for traffic over the design period	Bituminous Overlay			X			X
	Non-uniform settlement Deformation in Wheel Tracks	Inadequate Structural thickness for traffic over the design period	Bituminous leveling course and Asphaltic conc. surf. overlay			X			X
	Transverse Cracking Frost Heaves Extremely rough riding surface	Inadequate structural thickness and/or poor quality subbase	spot replacement of subbase and base		X			X	
			Reconstruction of existing pavement		X			X	
			Additional Bit. Overlay			X			X
	Shrinkage Cracks Ladder Cracking and Depression in Wheel Paths	Shrinkage of soil cement Base and/or insufficient asphaltic content in Bituminous Hot Mix	Layer of cr. stn. base to prevent further cracking and/or reconst. existing surface		X			X	
		Insufficient structural thickness for traffic over design period	Additional Bit. Overlay			X			X

COMMISSIONERS
JOSEPH W. SMITH, KLAMATH FALLS
CHAIRMAN
J. PAT METKE, BEND
VICE CHAIRMAN
JOHN P. AMACHER, WINCHESTER
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

FOR FILE
MAY 11 1967
78606

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

MAILING ADDRESS
P. O. BOX 3503
PORTLAND, OREGON 97208

Routing
Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan
Peaso
Morelock
Trout
Scott
Wills
Litchfield
Olson

May 9, 1967

RECEIVED
MAY 10 1967
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attn: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of May 3, 1967 which requested our comments on the following six projects:

1. Curtin-Rice Hill and Camas Valley Sections, Pacific and Coos Bay-Roseburg Highways, Douglas County
2. Staleys Junction and Tillamook-Washburn Sections, Wilson River and Sunset Highways, Tillamook and Washington Counties
3. Cape Lookout-Sand Lake Section, Netarts-Sand Lake Road, Tillamook County
4. West Salem Section, Willamina-Salem Highway, Polk County
5. Woodburn Interchange-Hayesville Interchange Section, Pacific Highway, Marion County
6. Multnomah County Line-East Cascade Locks Section, Columbia River Highway, Hood River County

Apparently none of the above projects will have any effect on wildlife resources, so the plans are approved.

We appreciate the opportunity to review the plans.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

5-10-67 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (6)
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
R. D. Asburry (8)
L. R. Chandler (2)

RECEIVED
MAY 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

fw

Budget Bureau No. 41-R2067; Approval Ex

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO H. Q.

FORM PR-1 (REV. 4-61)

U.S. DEPARTME
BUREAU O

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE
CARD 2	1	I-5 0.5 mi. N. Salem N. 13.22 mi.	ADT	13,400	43,300	87	08	Oregon	35

	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CL ASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.
CARD 3	Gr. Dr. High-Type Pavement								I-	5-5(36)	

	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
CARD 4	Interstate	Marion	047
	NAME OF URBAN AREA	ROUTE NO. I	FEDERAL-AID I-5
		STATE	U.S. I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CH PR (P
1	(1415)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					PE		I-5 0.5 mi. N. Salem N. 13.22 mi. (Woodburn Interchange-Hayesville Interchange Section)						Gr. Dr 4-12' 10' Rt 6-1 sl with v 10-1 t fronta tion, & Wood revisi this p as a S
5					ROW								
5		N (61)			CONST (CODE) 6201 Safety Y002			13.22 0.00	5,190,000 10,000	4,780,800 9,200	409,200 800		RCW-26 access parkin comple
							PROJECT TOTALS	13.22	5,200,000	4,790,000	410,000		

(116) (23) (24) (25)

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

REMARKS

Additional Data: Item 166 Project I-5

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	13,400	43,300	87	08	Oregon	35	042	492

ADV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
					I-	5-5(36)		260	

COUNTY NAME	CODE	PROGRAM STAGE
Marion	047	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-5		I-5

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Gr. Dr. 8" overlay 4-12' lanes HT pave. 10' Rt-6' LT shldrs, 6-1 slopes, 42' med. with variable slopes 10-1 to 20-1, revise frontage rd. connection, fencing, signing & Woodburn Intg. revision. (6 signs on this project qualify as a Safety Project)
					ROW-260 normal; access control- full parking restrictions- complete
13.22	5,190,000	4,780,800	409,200		
0.00	10,000	9,200	800		
13.22	5,200,000	4,790,000	410,000		

REMARKS

Additional Data: Item 166 Project I-5-5(16)260

USCOMM DUSCOMM-DC 46905-P61

Remarks - Continued

This project consists of considerable grading work as the median is to be raised to a finished slope grade varying from 10-1 to 20-1 with culvert extentions and median fence. Woodburn Interchange is being revised to a full diamond design and a frontage road connection moved off the present interchange leg. 8-inch high-type pavement overlay of 4-12' lanes with 10' right and 6' left shoulders, fencing and signing.

Included in this project as a safety improvement is the moving of 6 signs of which four were installed north of Hayesville Interchange under project No. I-5-5(8)250. and two signs, incidental to this project, near the Baldock Rest Area installed under project No. I-5-5(11)283. These signs were installed too close to the shoulder. It is planned to revise these signs by installing them on breakaway steel posts at a distance of 30 feet from the edge of the shoulder.

RECEIVED
APR 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Form DOT-121
(11-63)
(Form 1A
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

78606

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 25, 1967

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: L. J. Mathias
Division Right of Way Officer

SUBJECT: Oregon Project I-5-5(34)273, Woodburn Interchange Section
Right of Way Plans

Returned herewith are the approved right of way plans for the subject project. This office authorized the acquisition of right of way on August 3, 1966. Federal participation is subject to the provisions of PPM 21-4.1, dated December 30, 1960, and amendments thereto.

The project agreement will be forwarded for your approval at a later date.

Enclosure

NOTED
APR 26 1967

REFERRED TO
Young - w/enc.
By Asst. State Hwy. Engr.
4-26-67

RECEIVED
APR 26 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

APR 25 1967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

April 21, 1967
Salem, Oregon

7846

To: F. D. Morgan
Construction Engineer
OFFICE

Attention: G. L. Decker

SUBJECT: Addendum to Condition Survey dated December 1, 1966
Woodburn Interchange-Concomley Road
Pacific Highway (FAR 46)
Marion County
Sta. 1155± to Sta. 1455±

In accordance with IM 21-1-67 a Traffic Analysis for the subject section has been completed and the following information is submitted:

Traffic Coefficient (1963 - 1983)	=	11.6
Crushed Base Equivalent Required Thickness	=	38.5"
Credit (See attached Condition Survey letter)	=	22.5"
CBE Deficiency	=	16.0"
A.C. Deficiency	=	8.0"

A minimum 8.0" A. C. overlay is recommended to bring this section to an adequate serviceability index through the design year 1983.

F. W. Yarbrough
Staff Assistant

C. J. Gregg
Assistant Section Supervisor

Attachments

cc:
B.P.R. (2)
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Rural Engineer

CJG:wjh

NOTED
F.B. KLABOE

RECEIVED
APR 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

SECTION: WOODBURN INTERCHANGE - CONCOMLEY ROAD

HIGHWAY: Pacific

COUNTY: Marion

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. 1963 Present ADT 13,400 (Total)

B. 1983 Future ADT 43,300 (Total)

C. Mean ADT 28,350 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 14 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$= .07 x (C) 28,350 = 1985

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 2065 x (H) 100 % = 1985

TRAFFIC COEFFICIENT = K $(I)^{0.119}$

where K = 4.669

= 11.6

FORM E-00 REV 1-65 SP-8670-764

routing

Morgan — Poast
Decker — Marelock
Trout
Scott
Wills
Litchfield
Olson

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
DEC 3 1966
CONSTRUCTION DIVISION

December 1, 1966
Salem, Oregon

SUBJECT: Condition Survey
Woodburn Interchange - Concomley Road
Pacific Highway (FAR 46)
Marion County
Sta. 1155± to Sta. 1455±

To: F. D. Morgan
Construction Engineer
OFFICE

Attention: G. L. Decker

A condition survey of the subject section has been completed, and attached is a summary of the field and laboratory data.

The Traffic Coefficient is based on 1975 traffic furnished by the Traffic Division from the 1965 Needs Study Estimate. Truck percentages are based on the first classification count in 1957.

The existing A.C. wearing surface has required maintenance patching up to 3.5" in thickness. (Station 1155± to Station 1160± may have had a 1.5" A.C. overlay in 1961.) At the time of this investigation alligatoring, cracking, and rutting to 0.5"+ was observed. The wearing surface on this section does not appear to have held up under the traffic as well as the section from Concomley Road to the Hayesville Interchange. For computations a value of 1.0" Asphaltic Concrete = 1.5" Crushed Base has been assigned.

The base material varied in depth from 14.0" to 19.0" and in general would meet the requirements for "Stone Subbase". A value of 1.0" Base = 0.8" Crushed Base has been given this material. A comparison of the actual thickness and the planned thickness of base indicates that up to 6.0" of the material has been so badly contaminated through pumping, etc., that it could not be distinguished from the subgrade.

Averages were used in the following computations due to the variable depths of both the A.C. and Base.

"R" Value		7
Traffic Coefficient (1956 - 1975)		11.0
Crushed Base Equivalent Required Thickness	=	36.5"

Existing Material	Average Thickness		Factor		Credit
Asphaltic Concrete	6.2"	x	1.5"	=	9.3"
Base	16.8"	x	0.8"	=	13.4"
			Total	=	22.7
				or	22.5

CBE Required Thickness		Credit		CBE Deficiency
36.5"	-	22.5"	=	14.0"

$\frac{14.0"}{2}$ = 7.0" A.C. Deficiency

A minimum 7.0" A.C. overlay is recommended to bring this section to present design standards.

F. W. Yarbrough
Staff Assistant

E. J. Gregg
C. J. Gregg
Asst. Section Supvr.

APPROVED F. W. Wilson
Asst. Engineer of Materials and Research

APPROVED H. L. Oberlin
Asst. Construction Engineer

APPROVED J. B. Hulse
Asst. State Highway Engineer

CJG:wh

Attachments

cc:
S.P.R. (2)
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Rural Engineer

dwl 12-9466

RECEIVED
APR 10 1967
FOR FILING
7866

April 10, 1967

Mr. A. W. Parsons
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

It is planned to reconstruct the Woodburn Interchange on I-5 to bring the design up to Interstate standards. This construction will result in the removal of the existing luminaire units at this interchange.

Upon completion of the reconstruction, it is planned to install luminaire units as shown on the attached plans. These units will be installed in accordance with our new safety standards with 30-foot mast arms.

Your approval and participation in the installation is requested. The total ramp traffic of 2,600 current ADT exceeds the requirements for rural conditions and very closely approaches the requirements for suburban conditions for partial interchange lighting under Case B-4 of the AASHO Informational Guide. The current ADT on the freeway meets the conditions for Case B-5. The City will be asked to provide lineal illumination on the crossroad from the City Center to the westerly edge of the interchange.

In addition to the above factors, it is believed that illumination is warranted at this interchange because of the large amount of lighting in conjunction with the business establishments on the easterly side of the freeway.

Your early approval of this project will be appreciated.

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. H. Young

Attachments
VPJ:hm:mk ja

Very truly yours,

Forrest Cooper
State Highway Engineer

By
Tom Edwards
Assistant State Highway Engineer

RECEIVED
APR 11 1967
FOR FILING

Form CB-121 (11-63) (Pres. by A.O. 306-10)

UNITED STATES GOVERNMENT

Memorandum

7866

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
[redacted]
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 6, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-5(35)273
Woodburn INterchange Section
Bonneville Power Administration relocation

Our February 23, 1967 program memorandum authorized you to proceed with utility preparatory work for the subject utility effective that date. Our March 8, 1967 memorandum concurred in the reimbursement plan, and suggested the utility proceed with their Trust Agreement. Mr. Litchfield's March 23 and April 4 letters transmitted copies of the proposed Trust Agreement and the certification for the utility's compensable interest in the land.

We find the proposed agreement satisfactory and you are authorized to proceed with the work effective this date under the provisions of PPM 30-4 (October 15, 1966).

Litchfield
Young
4-10-67

NOTED
F. B. KLABOE

RECEIVED
APR 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 14 1967

7814

March 13, 1967

Mr. Edward A. Sergeant
City Administrator
City Hall
Woodburn, Oregon

Dear Mr. Sergeant:

It is the Highway Department's tentative plan to call for bids this coming June for a project involving certain improvements on the Woodburn Interchange on Interstate 5. The reconstruction of this interchange will require the complete removal of any illumination that currently exists.

The purpose of this letter is to inquire if the City of Woodburn is willing to enter into a cooperative project involving new interchange lighting. If it is the desire of the City that this interchange be illuminated, certain procedures are necessary.

The installation of luminaire units is dependent upon Federal participation, with the first cost of the project being the responsibility of the Federal government and the Highway Department. In addition, the Highway Department assumes the cost of future maintenance for the interchange lighting. One of the requirements necessary for Federal-aid is that the City provide adequate lighting from the city center out to the interchange. This portion of the lighting is the City's responsibility, both for first cost and for future costs involving power and maintenance. It is also necessary that the city involved agree to accept the cost of power for the interchange lighting units.

There is attached a sketch plan showing the lighting which is proposed for the Woodburn Interchange. As stated above, it would be required that the City pay

the power costs for this lighting and, in addition, provide lineal illumination on ORE214 from the west edge of the interchange to the beginning of the existing lighting at the intersection of Sixth and Harrison Streets.

Will you please advise this office if the City wishes to enter into a cooperative agreement on this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
F. B. GRANDALL

Tom Edwards for
Assistant State Highway Engineer

Attachment

bc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
R. D. Asburry

LEG:mk ja

RECEIVED
MAR 15 1967

5 P

F (1)
Form CD-121
(11-62)
(Prec. by
A.O. 208-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
78606

DATE: March 8, 1967

In reply refer to: 08-35.EC
X-file: 404

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By:
T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-5(35)273
Woodburn Interchange Section
Bonneville Power Administration Tower Adjustment

Our February 23, 1967 memorandum approving the subject program also authorized you to proceed with utility preparatory work effective that date. Mr. Cartwright's March 7, 1967 letter submitted BPA's February 23, 1967 letter agreeing to one-half reimbursement for their cost of the towers 15/1, 15/2 and 15/3 adjustment. This adjustment provides compliance with the State-BPA August 29, 1963 agreement for urban standards under the National Electric Safety Code.

We concur in the above adjustment and method of payment, and you may advise BPA to proceed with their Trust Agreement under the subject project number. Further construction authorizations must await our receipt of the Trust Agreement. The paragraph concerning PPM 30-4 in Mr. Mulcahy's February 6, 1967 letter should be included in the Agreement.

NOTED
F. B. KLABOE

REFERRED TO
Interstate - Young
BY ASST. STATE HWY. ENGR
3-14-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-153X 5000 7-66

RECEIVED
MAR 9 - 1967
OREGON HIGHWAY DEPT.

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
NEHALEM
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID E. SIMPSON, MEMBER
PORTLAND

7 8 Lola

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 7, 1967

Mr. A.W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon

Re: Bonneville Power Administration
Tower Alteration
Woodburn Interchange Section
Pacific Highway-Marion County
BPA File: Oregon City-Chemawa No. 3
Tract No. OC-C-54
Oregon Project I-5-5(34)273

Dear Sir:

Herewith you will find two copies of a letter from Bonneville Power Administration dated February 23, 1967. In addition, reference is made to your letter of August 12, 1966 and our letter to BPA dated November 28, 1966.

The enclosed letter from BPA accepts the State's proposal to reimburse them for one-half of the cost, estimated to be $30,600, of replacing Towers 15/1, 15/2, and 15/3. The towers are being replaced with heavier steel to bring them up to urban standards under the National Electrical Safety Code.

It is the obligation of the State, under the terms of the agreement between the State and BPA dated August 29, 1963, to furnish BPA the standards necessary to conform with the National Electrical Safety Code. It has been agreed by the State and BPA that the traffic conditions on the subject project now warrant upgrading of the power line crossings to urban standards.

Your attention is directed to the last paragraph of the enclosed letter which states that BPA access will be limited to emergency and infrequent conditions.

Your approval of the estimate of $30,600 for the work evidenced above and in past correspondence is requested.

NOTED
F.B. KLABOE

Very truly yours,

F. D. Morgan
Construction Engineer

By Jackson Cartwright
for T.W. Litchfield
Utilities Liaison Engineer

JMC:sg
Enc.

cc F.B. Klaboe
V.L. Gallagher (2)

OFFICE COPY

UNITED STATES
DEPARTMENT OF THE INTERIOR
BONNEVILLE POWER ADMINISTRATION
PORTLAND, OREGON 97208

February 23, 1967

In reply refer to:
Tract No. OC-C-52, 53 & 54

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Your reference:
Pacific Highway, Woodburn
Interchange Section
File #7B-20-14

Attention: Mr. T. W. Litchfield, Utilities Liaison Engineer

Dear Mr. Morgan:

Reference is made to your letter of November 28, 1966, and our discussion on February 10, 1967, concerning the sharing of the cost of adjustment of our Oregon City-Chemawa Line No. 3 to permit the proposed construction at the Woodburn Interchange.

We agree to the State's proposal to reimburse Bonneville for one half of the actual cost of replacing Towers 15/1, 15/2 and 15/3 with heavier steel to bring the transmission line crossing to the standard required for the proposed reconstruction and reclassification of the Woodburn Interchange. Our estimate of the cost of this work is $30,600.00.

We will draft the trust agreement on this basis. The trust fund should be established at the earliest date possible so the steel can be ordered. It will be impossible for us to meet your scheduled advertising date of September 7, 1967, as it will take more than a year to obtain the material.

It will be necessary that our present access to Towers 15/1, 15/2 and 15/3 be available during the period of highway construction and tower relocation. After all work is completed, it will be satisfactory if access to Tower 15/3 is limited to emergencies and infrequent conditions. We assume that our present access to 15/1 and 15/2 will be restored, if affected by the highway construction.

Sincerely yours,

John V. Mulcahy
Chief, Branch of Land

Routing
Horelack
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
1967

RECEIVED
MAR 1 1967
OP-0418-734

5 P

FOR FILING
7826

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 28, 1967

SUBJECT: File No. 37200
Woodburn Interchange Section
Pacific Highway No. 1
Marion County

To:

Mr. David H. Koehring
Right of Way Engineer

OFFICE

Attention: Earl F. Saling

Attached is a copy of a deed covering the subject File No. 37200 which was secured by Marion County from the Church of the Nazarene. Please note also the attached copy of a letter by which all marchantable within the described property is to be reserved for the donor of the land. It is our understanding that if the Church of the Nazarene has not removed the timber before construction, then the State's contractor is to fall the timber and merely push or drag it over on the adjoining Church property for their later use.

This completes our negotiation with Marion County on this matter.

H. S. Cox
County and City Engineer

By

Robert H. Prange
Field Engineer

NOTED
F. B. KLABOE

RHP:mr
Att.

cc: F. B. Klaboe
F. D. Morgan
A. D. Olsen
R. D. Asburry

RECEIVED
FEB 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Budget Bureau No. 41-R2067; Approval Exp

U.S. DEPARTMEN
BUREAU O

MONTHLY TRANSACTION NO. —

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER: 1	PROJECT LOCATION (45 typewriter spaces): I-5 Woodburn Interchange	ADT	PRESENT: 15,000	FUTURE: 42,200	YEAR: 87	REGION: 08	STATE NAME: Oregon	STATE CODE: 35		
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): Utility Adjustments	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S): I-	NUMBER: 5-5(35)	SEQ. NO.
CARD 4	CLASS OF FEDERAL FUNDS: Interstate								COUNTY NAME: Marion	CODE: 047	
	NAME OF URBAN AREA								ROUTE NO. I	FEDERAL-AID: I-5	STATE	U.S.: I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(1448)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		I-5 Woodburn Interchange					
5					ROW							
5					CONST (CODE) Y060			0.00	36,000	33,000		
								0.00	36,000	33,000		

(16) (23) (24) (33)

Utilit
Includ
Work (
revisi
Diamon

ROW-2
Acces
Parki
Compl

CARD 1 | 1 — PREPARED BY — PROJECT TOTALS

1 | 14 — PROGRAM APPROVAL DATES

REMARKS

Additional Data-Item 454, Project I-5-
This project is being programmed to fa
construction by early utility clearan

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	15,000	42,200 (66) (70)	87 (71) (72)	08	Oregon	35 (2) (3)	042 (4) (9)	484 (14) (18)

AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(69)	(70)	(71) (72)	(73)	(74) (75)	14	I- 5-5(35) 23 7	13	273 (24) (26)	27

COUNTY NAME: Marion — CODE: 047 (14) (16)

ROUTE NO. I — FEDERAL-AID: I-5 (32) — STATE: (36) (37) — U.S.: I-5 (41)

PROGRAM STAGE: [ ] 1 OR [X] 2

ESTIMATED PROJECT COST BY PHASES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(58) (59) (60)	(67) (76)				Utility Adjustment Including Prep. Work (Future revision to full Diamond Interchange)
.00	36,000	33,000			ROW-260' Normal; Access Control-Full Parking Restrictions Complete
.00	36,000	33,000			
(16)	(23) (24) (33)				

REMARKS

Additional Data-Item 454, Project I-5-5(34)273. This project is being programmed to facilitate construction by early utility clearance.

USCOMM DUSCOMM-DC 48905-P61

RECEIVED
JAN 26 1967
FOR FILING
7866

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 24, 1967

SUBJECT: Utility Adjustments
Woodburn Interchange - [redacted]
Pacific Highway
Marion County

To: Mr. L.H. Young
Office Engineer

BUILDING

Preliminary estimates for the cost of adjusting utilities on the subject project are as follows:

Utility Adjustment Costs:

Bonneville Power Administration	$31,000
Portland General Electric Company	4,000
Pacific Northwest Bell Telephone Co.	1,000
Total	$36,000

Bonneville Power Administration requires 12 to 15 months lead time to obtain the steel for the towers. It is to the State's advantage to have BPA proceed; therefore, we request that these costs be programmed into the construction stage.

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

NOTED
F. B. KLABOE

JMC:sg

cc: F.B. Klaboe
R.N. Chase

RECEIVED
JAN 27 1967
State

JOHN A. ANDERSON, P. E.
COUNTY ENGINEER
Director of Public Works

THEO. KUENZI
ASST. COUNTY ENGINEER

CHARTER MEMBER

OFFICE OF ENGINEER
COUNTY OF MARION
COURTHOUSE
AREA CODE 503 364-4401, EXT. 53
SALEM, OREGON 97301

MISC. CONTRACTS and AGREEMENTS No. 1774

December 27
1966

78626

RECEIVED
DEC 28 1966
ENGINEER
COUNTY DIVISION

Mr. H. S. Cox
County & City Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cox:

Pursuant to your request of December 22, 1966, I am enclosing herewith two signed copies of the approval for the relocation as shown on Map, Plan B.

Please furnish us with descriptions and options for the right-of-way to be acquired by Marion County.

Very truly yours,

John A. Anderson

John A. Anderson
Director of Public Works

NOTED
F. B. KLABOE

JAA:s
Encl.
cc: Mid-Willamette Valley Planning Commission/copy

Copies to:
Klaboe
Morgan
Mochring
Olson
Asburry

NOTED
R. H. PRANGE

RECEIVED
DEC 28 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 28 1966
ENGINEER
COUNTY & CITY DIVISION

5 P

RECEIVED
JAN 24 1967
FOR FILING

SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 22, 1966

78266

Assignment: FBK-1228

SUBJECT: Relocated Frontage Road
Northwest Quadrant, Woodburn Intchge
Interstate 5 - Marion County

To: Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

1228

L

NOTED
F. B. KLABOE

As requested an investigation has been made of the merits of a Marion County suggestion to relocate the frontage road in the northwest quadrant of the Woodburn Interchange to fit a future County arterial road plan.

The construction costs of the 330 feet of additional road are balanced by the saving in cost of a considerably shorter 6' x 4' box culvert. The overall construction costs of the two plans are within a few dollars of being equal. Right of way estimates made by the District Appraiser indicate a $1900 saving using the County suggestion assuming that the County provides the right of way needed from the Nazarene Church as promised.

Our County-City Section will contact the County to verify that they will provide this right of way and, upon receiving satisfactory assurance, our plans will be revised and our right of way purchased on the new plan.

If further information is desired please advise.

F.D. Morgan
Construction Engineer

By A.D. Olson
A.D. Olson
Urban Engineer

ADO:jr
Enclo.

cc: R.D. Asburry
Si Cox
E.J. Benner

NOTED
F. B. KLABOE

RECEIVED
DEC 2 [illegible] 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30R—30M—7-66

SP*23657.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 15, 1966

To: Mr. E.J. Benner
District Supervisor
Lab Building
Salem, Oregon

SUBJECT: R/W Estimate
Woodburn Interchange Section
Pacific Highway
Marion County

In accordance with a request from Mr. A.D. Olson, following is my estimate of right of way costs for alternate Plan A and Plan B on the above designated section of highway.

PLAN A

1.18 acres	$ 4,400.00	
	800.00	
	3,500.00	
		$ 8,700.00

PLAN B

1.0 acre at $5,000	$ 5,000.00	
0.3 acre at $6,000	$ 1,800.00	
		$ 6,800.00

Nazarene Church Parcel

0.32 acre at $4,000	
	$ 1,280.00

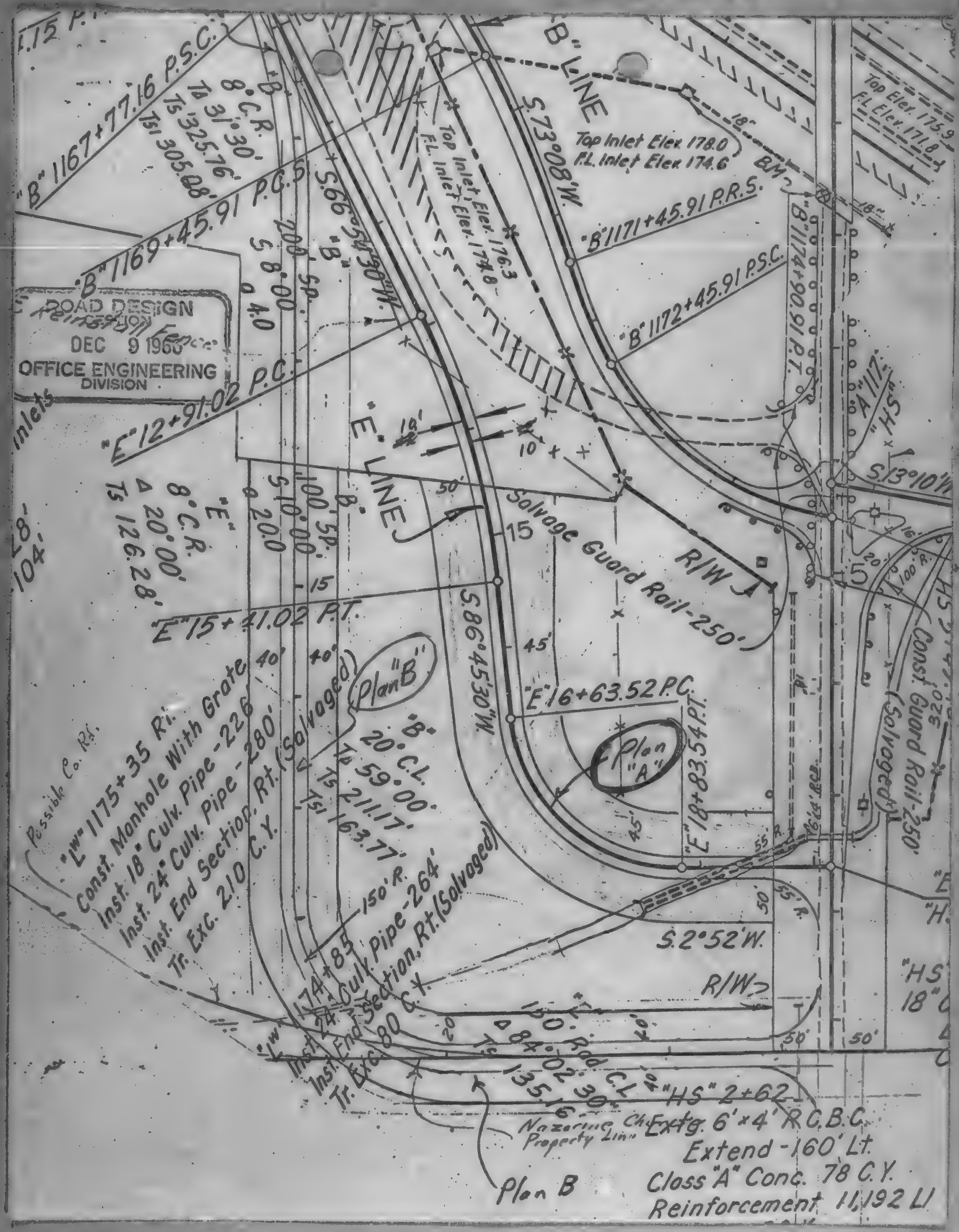
ROBERT C. FRIESS
District Appraiser

RCF:vm

ROAD DESIGN
SECTION
DEC 9 1963
OFFICE ENGINEERING
DIVISION

Plan "A" (Present plan)

Roadwork (All)	—
6 x 4 RCBC Extension - 160'	$7300
	$7300
	8,700
Plan "B" (County suggestion)	$16,000
Roadwork (All) ± 330'	
330' Asph. Conc 120 Tons @ $8	960
330' Top Crse Base 267 CY @ $2.60	694
330' Bot. Crse Base 541 CY @ $2.50	1352
18" Culv. Pipe - 90' @ 5	450
6 x 4 RCBC - 75'	$3850
	$7306
R/W	6800
	14,106


"B" 1167+77.16 P.S.C.
8° C.R.
Δ 31° 30'
Ts 325.76'
Ls 305.08'
"B" 1169+45.91 P.C.
"B" 1171+45.91 P.R.S.
"B" 1172+45.91 P.S.C.
"B" 1174+90.91 P.T.
"B" LINE
S.73°08'W.
S.66°54'30"W.
Top Inlet Elev. 176.3
F.L. Inlet Elev. 174.8
Top Inlet Elev. 178.0
F.L. Inlet Elev. 174.6
Top Elev. 175.9
F.L. Elev. 171.8
BM
18"
"A" 1117+45.91 P.T.
"HS"
S.13°10'W.
ROAD DESIGN
DEC 9 1960
OFFICE ENGINEERING
DIVISION
"E" 12+91.02 P.C.
"E" LINE
"E"
8° C.R.
Δ 20° 00'
Ts 126.28'
"E" 15+41.02 P.T.
S.8°45'30"W.
Solvage Guard Rail-250'
R/W
Const. Guard Rail-250'
(Salvaged)
"E" 16+63.52 P.C.
"E" 18+83.54 P.T.
Plan "A"
Plan "B"
"L" 1175+35 Rt.
Const. Manhole With Grate
Inst. 18" Culv. Pipe - 226'
Inst. 24" Culv. Pipe - 280'
Inst. End Section, Rt. (Salvaged)
Tr. Exc. 210 C.Y.
Possible Co. Rt.
"B" 20.C.L.
Δ 59.00'
Ts 211.17'
Ls 163.77'
150' R.
"L" 174+85
24" Culv. Pipe - 264'
Inst. End Section, Rt. (Salvaged)
Tr. Exc. 80 C.Y.
Δ 84° 02' 30"
Ts 135.16'
"HS" 2+62
Nazarine Ch. Property Line
Existing 6'x4' R.C.B.C.
Extend - 160' Lt.
Class "A" Conc. 78 C.Y.
Reinforcement 11,192 Lbs.
Plan B

FORM S-70 50M 10-65 SP*23401-734

Routing

Morgan

Dewer

Sand

Barbee

Walker

Linn

Uhl

OREGON STATE HIGHWAY DEPARTMENT

RECEIVED
DEC 8 1966

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 6, 1966

CONSTRUCTION DIVISION

NOTED
F. B. KLABOE

SUBJECT: Woodburn Interchange
Relocated Frontage Road
Hwys Nos. 1 & 140

To: Mr. F. B. Klaboe
O F F I C E

Attached is a map showing the proposed development of the Church of the Nazarene west of the Woodburn Interchange and a suggested change in the location of a frontage road in the northwest quadrant of the interchange.

Marion County has suggested a change in the alignment of the proposed frontage road from our line shown in orange to a line more comparable to the one shown in blue. The County foresees the ultimate expansion of the city of Woodburn and the development of property in the area west of I-5 as demonstrated by the proposed Nazarene Development shown colored in red. In order to provide for the orderly development of the area, the County contemplates the necessity of a north-south county road arterial roughly paralleling the I-5 Freeway as shown by the dashed purple line. They feel that the frontage road and the county arterial should have a common point of intersection with the Hillsboro-Silverton Highway at a sufficiently safe distance from the interchange proper, which the purple and blue lines would provide. This will also be an incentive for the developers, particularly in the cross-hatched area in the southwest quadrant, to seek access to the county road rather than to our own Hillsboro-Silverton Highway.

It is true that the construction costs of the blue line would be greater; however, these may be offset somewhat by the reduced costs in right-of-way. The Church of the Nazarene have stated that they will donate any right-of-way required from their property. Some savings in right-of-way costs may also be realized by circumventing the more valuable business property rather than dividing it such as the orange line does.

The agreement covering the Woodburn Interchange project has been signed by Marion County and approved by the Highway Commission; however, this requested change in frontage road location will not materially affect the agreement nor change it in any way.

When meeting with the Marion County engineer on this matter, I told him that I thought the County's proposal had merit but the decision was not mine to make, so we now await yours.

H. S. Cox
County and City Engineer

By: R. H. Prange
Field Engineer

RECEIVED
DEC 8 1966
OFFICE OF
STATE HIGHWAY ENGINEER

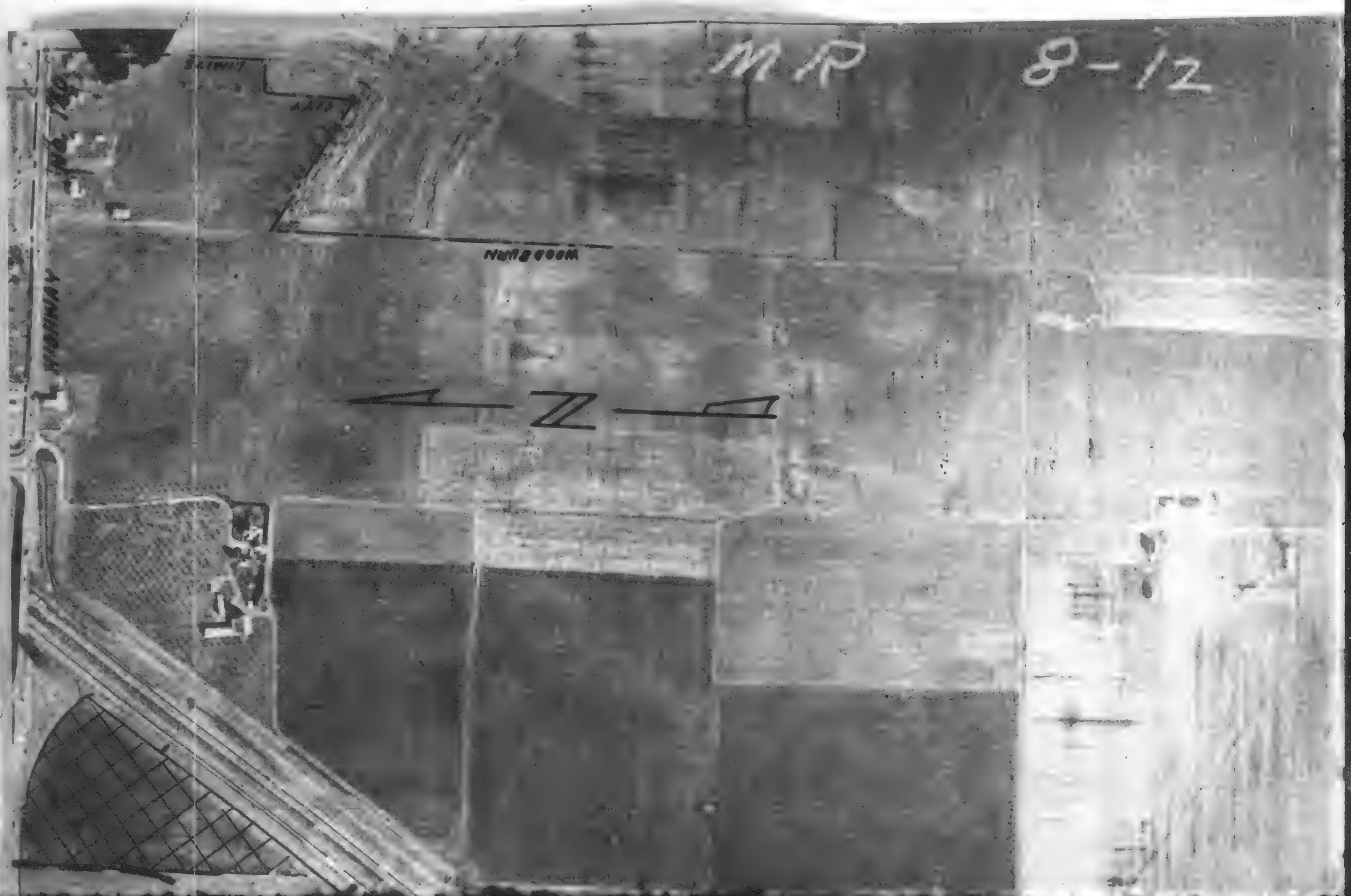
RHP:mm
Att.
cc: F. D. Morgan
R. D. Asburry
Adrian Olson (w/attach.)

RECREATION
PARKING
TRIANGLE
Subdivision

STATE OF OREGON
WOODBURN
CITY
LIMITS
T.5
2-13-66

I-5
SILVERTON

MAP B-12



RECREATION
PARKING
Subdivision

RECEIVED
DEC 23 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
TWISP
DAVID B. SIMPSON, MEMBER
PORTLAND
78166

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 22, 1966

Mr. John Anderson
Director of Public Works
Marion County Courthouse
Salem, Oregon

Woodburn Interchange

Dear Mr. Anderson:

Attached is a map showing a minor change in the alignment of a proposed frontage road to be constructed in the northwest quadrant of the Woodburn Interchange. Please note that the line, as requested by the County, has been revised from the original Plan "A" (shown in red) to the new Plan "B" (shown in brown).

The approval of the change of the frontage road alignment from Plan "A" to Plan "B" will be given by the Highway Department provided that Marion County will acquire that portion of Plan "B" right-of-way shown in blue. Pursuant to the agreement between the State and Marion County, Plan "B" will ultimately be transferred to the County; therefore it is suggested that the area colored in blue be acquired in the name of the County.

If this meets with your approval, will you please present the proposal to the Marion County Board of County Commissioners with a request that they sign and return two copies of this letter to this office.

It is further suggested that, if requested, the State will furnish you with descriptions and options for the right-of-way to be acquired by the County.

NOTED
F. B. KLABOE

Your cooperation in this and other matters is greatly appreciated, and if we can be of further assistance please call or write.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
H. S. Cox
County and City Engineer

RECEIVED
DEC 27 1966
OFFICE OF
STATE HIGHWAY ENGINEER

This letter was delivered personally to John Anderson. He gave assurance that there would be no problem with our proposal and requested that State prepare options for the County's use in securing the necessary R/W
A.H.Prange

cc: Board of Commissioners
bc: F. B. Klaboe
F. D. Morgan
D. H. Moehring
Adrian Olson
R. D. Asburry

ROAD DESIGN
DIVISION
DEC 9 1960
OFFICE ENGINEERING
DIVISION

"B" 1167+77.16 P.S.C.
8° C.R.
Δ 31°30'
Ts 325.76'
Ts1 305.08'
"B" 1169+45.91 P.C.
"E" 12+91.02 P.C.
"E" 15+21.02 P.T.
"E" 8° C.R.
Δ 20°00'
Ts 126.28'
"L" 1175+35 Rt.
Const. Manhole With Grate
Inst. 18" Culv. Pipe - 226'
Inst. 24" Culv. Pipe - 280'
Inst. End Section, Rt. (Salvaged)
Tr. Exc. 210 C.Y.
Possible Co. Rd.
"B" LINE
S. 73°08'W.
Top Inlet Elev. 176.3
F.L. Inlet Elev. 174.0
Top Inlet Elev. 178.0
F.L. Inlet Elev. 174.6
Top Elev. 175.9
F.L. Elev. 171.8
"B" 1171+45.91 P.R.S.
"B" 1172+45.91 P.S.C.
"B" 1174+90.91 P.T.
"A" 1117
S. 13°10'W.
S. 66°54'30"W.
"E" LINE
Salvage Guard Rail-250'
R/W
Const. Guard Rail-250'
(Salvaged)
S. 86°45'30"W.
"E" 16+63.52 P.C.
"E" 18+83.54 P.T.
Plan "A"
Plan "B"
"B" 20.C.V.
Ts 59.00'
Ls 211.17'
Ls1 163.77'
150' R.
174+85
Culv. Pipe - 264'
Inst. End Section, Rt. (Salvaged)
Tr. Exc. 80 C.Y.
S. 2°52'W.
R/W
"HS" 18" C.M.P.
Existing 6'x4' R.C.B.C.
Extend - 160' Lt.
Class "A" Conc. 78 C.Y.
Reinforcement 11,192 Lbs.
No zoning Change
Property Lines
R/W to be acquired by County
Plan B

RECEIVED
DEC 12 1966
FOR FILING

FORM E-30 50M 3-62 SP°6470-734

78616

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

December 1, 1966

Salem, Oregon

To: F. D. Morgan
Construction Engineer
OFFICE

SUBJECT: Condition Survey
Woodburn Interchange - Concomley Road
Pacific Highway (FAR 46)
Marion County
Sta. 1155± to Sta. 1455±

Attention: G. L. Decker

A condition survey of the subject section has been completed, and attached is a summary of the field and laboratory data.

The Traffic Coefficient is based on 1975 traffic furnished by the Traffic Division from the 1965 Needs Study Estimate. Truck percentages are based on the first classification count in 1957.

The existing A.C. wearing surface has required maintenance patching up to 3.5" in thickness. (Station 1155± to Station 1160± may have had a 1.5" A.C. overlay in 1961.) At the time of this investigation alligatoring, cracking, and rutting to 0.5"+ was observed. The wearing surface on this section does not appear to have held up under the traffic as well as the section from Concomley Road to the Hayesville Interchange. For computations a value of 1.0" Asphaltic Concrete = 1.5" Crushed Base has been assigned.

The base material varied in depth from 14.0" to 19.0" and in general would meet the requirements for "Stone Subbase". A value of 1.0" Base = 0.8" Crushed Base has been given this material. A comparison of the actual thickness and the planned thickness of base indicates that up to 6.0" of the material has been so badly contaminated through pumping, etc., that it could not be distinguished from the subgrade.

Averages were used in the following computations due to the variable depths of both the A.C. and Base.

"R" Value		7
Traffic Coefficient (1956 - 1975)		11.0
Crushed Base Equivalent Required Thickness	=	36.5"

Existing Material	Average Thickness		Factor		Credit
Asphaltic Concrete	6.2"	x	1.5"	=	9.3"
Base	16.8"	x	0.8"	=	13.4"
			Total	=	22.7
				or	22.5

CBE Required Thickness		Credit		CBE Deficiency
36.5"	-	22.5"	=	14.0"

$$\frac{14.0"}{2} = \text{7.0" A.C. Deficiency}$$

A minimum 7.0" A.C. overlay is recommended to bring this section to present design standards.

F. W. Yarbrough
Staff Assistant

C. J. Gregg
Asst. Section Supvr.

APPROVED
Asst. Engineer of Materials and Research

APPROVED
Asst. Construction Engineer

APPROVED
Asst. State Highway Engineer

CJG:wh

Attachments

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Rural Engineer

SECTION: Woodburn Interchange - Concomley Road

HIGHWAY: Pacific (FAR 46)

COUNTY: Marion

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. 1956 Present ADT 7200 (Total)

B. 1975 Future ADT 28200 (Total)

C. Mean ADT 17700 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 16 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = .08 x (C) 17700 = 1416

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 1416 x (H) 100 % = 1416

TRAFFIC COEFFICIENT = $K(I)^{0.119}$

where K = 4.669

= 11.0

Woodburn Interchange - Concomley Road Unit
Willamette River - Hayesville Section
Pacific Highway (FAR 46)
Marion County
Sta. 1155± - 1441+40.31±

Station	Hole No.	Depth-Inches	Top Size	P¾"	P40	P200	LL	PI	SE	TAR	OAD % P20	OAD Height	"R" Value	% Nat. Moisture	CLASSIFICATION AASHO	CLASSIFICATION Textural
1441+40.31± NB	15 CD	0 - 6½"	AC patched													
			Compared to:													Sandy
		23"	2"	44.0	18.2	4.1	18	0	39.5	13.6	24.41	1.4"	80	—	A-1-a	Gravel
			Compared to:													Clayey
		+23"	#4	100.0	96.6	93.6	32	10	2.2	—	—	—	5	—	A-4-(8)	Silt
1423+97.91± NB	16 CD	0 - 7"	AC patched													
			Compared to:													Sandy
		24"	2"	42.9	11.5	4.3	17	0	48.1	—	NSM	NSM	79	—	A-1-a	Gravel
			Compared to:													Clayey
		+24"	1"	97.0	92.5	89.0	29	6	—	—	—	—	4	—	A-4-(8)	Silt
1406+55.51± NB	9	0 - 6½"	AC patched, rutted ½" in both wheel tracks													
																Sandy
		- 22½"	2"	42.9	11.5	4.3	17	0	48.1	—	NSM	NSM	79	4.5	A-1-a	Gravel
																Clayey
		28"	1"	97.0	92.5	89.0	29	6	—	—	—	—	4	23.4	A-4-(8)	Silt
			Compared to:													Clayey
		30"	#10	100.0	97.6	92.5	28	6	2.4	—	—	—	6	—	A-4-(8)	Silt
			Compared to:													Clayey
		40"	1"	97.0	92.5	89.0	29	6	—	—	—	—	4	—	A-4-(8)	Silt
1404+44.31± [illegible]	38	0 - 5"	AC	alligatoring, rutted												
													no test			Sandy
		7"	1"	47.2	13.8	4.6	18	0	56.1	NSM	—	—	possible	3.9	A-1-a	Gravel
																Sandy
		19"	1½"	38.8	12.1	4.3	17	0	43.2	15.1	19.70	1.0"	78	4.7	A-1-a	Gravel
																Sandy
		23"	1"	41.5	12.2	5.3	18	0	44.4	—	—	—	51	5.3	A-1-a	Gravel
		34"	—	99.9	98.7	95.8	35	11	—	—	—	—	7	24.4	A-6-(8)	Silty Clay

Station	Hole No.	Depth-Inches	Top Size	P#"	P40	P200	LL	PI	SE	LAR	OAD % P20	Height	"R" Value	% Nat. Moisture	CLASSIFICATION AASHO	Textural
1388+60.31±																
NB	17 CD	0 - 4½"	AC													
			Compared to:													Sandy
		23½"	2"	42.9	11.5	4.3	17	0	48.1	—	NSM	NSM	79	—	A-1-a	Gravel
			Compared to:													Clayey
		+23½"	#10	100.0	97.6	92.5	28	6	2.4	—	—	—	6	—	A-4-(8)	Silt
1371+17.91±																
NB	18 CD	0 - 6"	AC patched													
			Compared to:													Sandy
		24"	2"	—	14.1	5.1	18	0	36.5	—	NSM	NSM	76	—	A-1-a	Gravel
			Compared to:													Clayey
		+24"	#10	—	97.6	92.5	28	6	2.4	—	—	—	6	—	A-4-(8)	Silt
1353+75.51±																
NB	10	0 - 6½"	AC patched; rutted outside wheel track 5/8", inside wheel track 1/2"													
																Sandy
		22"	2"	43.1	14.1	5.1	18	0	36.5	—	NSM	NSM	76	4.6	A-1-a	Gravel
																Clayey
		36"	#4	100.0	96.4	92.2	33	8	—	—	—	—	5	27.0	A-4-(8)	Silt
1353+75.51±																
SB	37	0 - 5"	AC parallel cracks along C.L., rutted ¼" in both wheel tracks													
			Compared to:													Sandy
		7"	1"	47.2	13.8	4.6	18	0	56.1	NSM	—	—	—	—	A-1-a	Gravel
																Sandy
		22"	1½"	39.5	12.7	4.6	17	0	41.0	—	—	—	81	3.8	A-1-a	Gravel
																Silty
		26"	#10	100.0	98.6	95.4	33	9	—	—	—	—	8	24.8	A-4-(8)	Clay
																Silty
		37"	#4	100.0	98.2	94.0	37	11	—	—	—	—	13	27.7	A-6-(8)	Clay

Station	Hole No.	Depth-Inches	Top Size	P¾"	P40	P200	LL	PI	SE	LAR	OAD % P20	OAD Height	"R" Value	% Nat. Moisture	CLASSIFICATION AASHO	CLASSIFICATION Textural
1335+80.31±																
NB	19 CD	0 – 7½"	AC patched													
			Compared to:													Sandy
		-22½"	2"	43.1	14.1	5.1	18	0	36.5	—	NSM	NSM	76	—	A-1-a	Gravel
			Compared to:													Clayey
		+22½"	#10	100.0	98.5	95.7	27	5	—	—	—	—	13	—	A-4-(8)	Silt
1318+37.91±																
NB	20 CD	0 – 7"	AC patched													
			Compared to:													Sandy
		24"	2"	38.0	9.4	3.9	18	0	31.0	—	—	—	78	—	A-1-a	Gravel
			Compared to:													Clayey
		+24"	#10	100.0	98.5	95.7	27	5	—	—	—	—	13	—	A-4-(8)	Silt
1300+95.51±																
NB	11	0 – 6"	AC	rutted outside wheel track 1/8", inside wheel track 9/16"												
																Sandy
		24"	2"	38.8	9.4	3.9	18	0	31.0	—	—	—	78	4.3	A-1-a	Gravel
																Clayey
		39"	#10	100.0	98.5	95.7	27	5	—	—	—	—	13	26.7	A-4-(8)	Silt
1300+95.51±																
SB	36	0 – 5½"	AC	inside lane patched C 32.04, minor cracking, rutted 3/16" both wheel tracks												
																Sandy
		7½"	1"	52.5	14.0	5.5	AC	AC	40.6	NSM	—	—	56	4.2	A-1-a	Gravel
																Silty-
		19½"	1½"	45.3	14.3	8.5	19	0	15.3	13.6	18.88	1.3"	76	4.7	A-1-a	Sandy Gravel
																Sandy
		35"	—	99.6	98.5	95.5	35	11	—	—	—	—	12	27.7	A-6-(8)	Silt

Station	Hole No.	Depth-Inches	Top Size	Plus 1"	P40	P200	LL	PI	OAD SE	OAD LAR	OAD % P20	OAD Height	"R" Value	% Nat. Moisture	CLASSIFICATION AASHO	CLASSIFICATION Textural
1283+00.31± NB	21 CD	0 – 7	AC patched Compared to:													
		22"	1½"	45.3	14.3	8.5	19	0	15.3	13.6	18.88	1.3"	76	4.7	A-1-a	Gravel
			Compared to:													Clayey
		+22"	—	98.3	92.8	87.7	31	6	—	—	—	—	8	—	A-4-(8)	Silt
1265+57.91± NB	22 CD	0 – 7"	AC patched Compared to:													Silty-Sandy
		25"	2"	37.3	14.4	9.5	26	0	37.2	—	33.24	4.0"	71	3.9	A-1-a	Gravel
																Clayey
		+25"	—	98.3	92.8	87.7	31	6	—	—	—	—	8	—	A-4-(8)	Silt
1248+15.51± NB	12	0 – 6½"	AC	rutted approx. ¼" in both wheel tracks, cracking parallel to shoulder stripe												Silty-Sandy
		25"	2"	37.3	14.4	9.5	26	0	37.2	—	33.24	4.0"	71	3.9	A-1-a	Gravel
																Clayey
		42"	—	98.3	92.8	87.7	31	6	—	—	—	—	8	25.1	A-4-(8)	Silt
1248+15.51± SB	35	0 – 5¼"	AC	rutted outside wheel track 1/8", inside wheel track 3/16"												Sandy
		-22½"	2"	40.2	11.5	4.5	18	0	33.6	17.2	19.95	1.4"	78	4.3	A-1-a	Gravel

Station	Hole No.	Depth-Inches	Top Size	3"	P40	P200	LL	PI	SE	LAR	OAD % P20	OAD Height	"R" Value	% Nat. Moisture	CLASSIFICATION AASHO	CLASSIFICATION Textural
1230+20.31± NB	23 CD	0 - 4½"	AC													
			Compared to:													Silty-Sandy
		20½"	2"	37.3	14.5	9.5	26	0	37.2	—	33.21	4.0"	71	—	A-1-a	Gravel
			Compared to:													Clayey
		+20½"	#10	100.0	98.5	95.7	27	5	—	—	—	—	13	—	A-4 S	S
1195+35.51± NB	13	0 - 6"	AC	patched, slight rutting less than 1/8"												
																Sandy
		24"	2"	42.5	12.2	4.3	18	0	39.4	15.1	22.86	1.1"	84	4.0	A-1-a	Gravel
			Compared to:													Clayey
		28"	—	98.3	92.8	87.7	31	6	—	—	—	—	8	25.1	A-4-(8)	Silt
		41"	—	—	99.8	98.5	32	4	—	—	—	—	6	34.3	A-4-(8)	Silt
1195+35.51± SB	34	0 - 5"	AC	rutted 1/8" both wheel tracks												
		6½"	No test - level course													
																Sandy
		24"	1.5"	43.1	16.0	5.8	18	0	45.2	—	21.88	1.3"	80	4.1	A-1-a	Gravel
																Sandy
		36"	—	100.0	99.7	92.3	32	6	—	—	—	—	7	24.7	A-4-(8)	Silt
1176+60 NB	1	0 - 7.5	AC	patched, mealy, badly stripped												
																Sandy
		7½" - 11½"	2"	42.8	13.7	4.1	18	0	65.8	—	—	—	79	—	A-1-a	Gravel
																Silty -Sandy
		11½" - 25"	2"	44.8	11.7	4.6	18	0	30.3	20.0	22.37	1.1"	75	R = 51 at NM = 5.1	A-1-a	Gravel
		25" - 28"	No test - soil w/50% pit run gravel											R = 14 at		Sandy
		28" - 39"	2"	97.0	95.1	86.6	31	5	3.0	—	—	—	6	NM = 21.1	A-4-(8)	Silt

Station	Hole No.	Depth-Inches	Top Size	P¾"	P4	P200	LL	PI	SE	LAR	OAD % P20	OAD Height	"R" Value	% Nat. Moisture	CLASSIFICATION AASHO	CLASSIFICATION Textural
1165+00 NB	2	0 - 7"	AC	patched, broken, alligatored, rutted ½"±												
		7" - 12"	2"	30.1	7.4	3.0	18	0	35.0	17.2	18.33	0.9"	77	R = 79 at NM = 3.2	A-1-a	Sandy Gravel
		12" - 22"	2"	39.2	13.0	4.9	18	0	32.5	—	21.35	1.3"	80	R = 53 at NM = 3.8	A-1-a	Sandy Gravel
		22" - 38"	—	100.0	99.0	88.4	33	6	1.9	—	—	—	5	R = 4 at NM = 30.9	A-4-(8)	Sandy Silt
1158+00 SB	3	0 - 7"	AC	recent overlay to sta 1160± - alligatored, minor rutting												
		7" - 9"	—	No test - level course, compare to 9" - 25"												
		9" - 25"	2"	37.2	9.4	3.3	17	0	38.5	17.2	25.00	1.2"	77	R = 53 at NM = 4.3	A-1-a	Sandy Gravel
		25" - 31"	—	99.9	98.8	89.3	32	6	—	—	—	—	5	NM = 23.4	A-4-(8)	Sandy Silt
		31" - 42"	—	99.5	94.1	86.3	26	5	4.1	—	—	—	3	R = 4 at NM = 22.4	A-4-(8)	Clayey Silt

RECEIVED
DEC 9 1966
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. BRILEY, MEMBER
WASCO
DAVID E. SIMPSON, MEMBER
PORTLAND

78606

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 28, 1966

Bonneville Power Administration
P.O. Box 3621
Portland, Oregon 97208

ATTENTION: Mr. J.V. Mulcahy

Re: Bonneville Power Transmission
Tower Alteration
Woodburn Interchange Section
Pacific Highway - Marion County
YOUR FILE: Oregon City-Chemawa No. 3
Tract No. OC-C-54

Gentlemen:

This is in reply to your letter of October 19, 1966 concerning a determination of the State's share of the cost of adjustments to your Oregon City-Chemawa line necessitated by an increase in traffic pattern over the existing interchange legs and the construction of a new interchange leg in the southwest quadrant.

We have reviewed your above-mentioned letter and differ with you as follows: Your easement designated as Tract No. OC-C-53 reads in part "... except the right of way for primary State Highway No. 57 (Portland-Salem Expressway) and approaches, ...". We would also like to refer you to Paragraph 5 of the State-Bonneville Power agreement dated August 29, 1963, which reads as follows:

"After the standards applicable to an intersection have been agreed upon, should there be a change in traffic pattern which necessitates a relocation or alteration of the facilities of either the State or the agency for continued compliance with the standards of said National Electric Safety Code, then the cost of such relocation or alterations shall be borne by the party not having prior rights at the location of the intersection. Provided, however, that should either party make a change in its facilities which require a relocation or alteration of such continued compliance, then the entire cost shall be borne by the party causing the change."

After a review of the above facts, it seems to us that there are two possible methods of determining the proportion of the cost to be borne by the State and Bonneville Power.

PLAN 1: You will note that Items 1-5 of the above-mentioned State-Bonneville Power Agreement refer to the intersection of the agency's transmission lines and the State's highway right of way. On this proposed project, there are three such intersections. The first of these is with the interstate leg between your towers 15/2 and 15/3. The State has a prior right at this intersection as quoted above from your File Tract No. OC-C-53. A second intersection is between the county road (which is now a State highway) and the same two above-mentioned towers. The State again has a prior right as discussed in the last paragraph, Page 1, of your letter of October 19, 1966. The third intersection is with the proposed leg in the southwest quadrant which would intersect between your structures No. 15/3 and 15/4. Bonneville Power has a prior right at this intersection. By this plan, inasmuch as the State has prior rights at two intersections and Bonneville Power at one, the State would be required to reimburse Bonneville Power 1/3 of the total cost of adjusting your facilities on this project.

PLAN 2: Plan 2 is similar to Plan 1, except that it is noted that the intersection with the interstate leg and the one with the county road both intersect your same span. Therefore, we would use the spans as a basis of determining the reimbursement, and since we have prior rights for the span between your structures 15/2 and 15/3, and you have prior rights on the span between structures 15/3 and 15/4, the State would reimburse you 1/2 the total cost of your adjustment on this project.

After due consideration, the State feels Plan 2 is the most equitable in this particular situation; therefore, the State agrees to reimburse Bonneville Power 50 percent of the total cost of their work on this project.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

PGP:sg
cc: A.W. Parsons
~~E.B. Klabee~~
L.H. Young
C.H. Maison
R.D. Asburry
F.W. Sugnet

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NOV 29 1966
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 1 1966

Form CD-121
(4-61)
(Proc. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7-3166

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 1, 1966

In reply refer to: 08-35-EC

11-2-66
REFERRED TO
Edwards - Morgan - Hatcher
By Asst. State Hwy. Engr.
Young - Decker

SUBJECT: Oregon Project I-5-5(16)260
Hayesville - Woodburn Interchange Section
Structure Replacement

Mr. Klaboe's September 29, 1966 letter requested approval for the reconstruction of 11 structures on the subject section as a safety feature under the provisions of Instructional Memorandum 21-6-66 dated August 1, 1966.

NOTED
T. B. KLABOE

The horizontal dimensions for the structures exceed the minimums specified in "A Policy on Design Standards, Interstate System" as revised through May 15, 1965 and approved by AASHO and the Administrator. The above mentioned IM indicates that provision or extension of protective guardrail at piers and abutments may be made with FAI participation as spot safety improvements, but the reconstruction of bridges to increase dimensions which already exceed Interstate standards does not warrant Federal-aid participation.

As we advised in our September 20, 1966 memorandum on this same project, there is no change in our policy regarding vertical clearances. The Bureau is assisting the Department of Defense in studies of vertical clearances. If and when a decision is reached regarding existing structures with vertical clearances between 14 and 16 feet, you will be advised.

We do note that one of the structures, Perkins Road, would be 1/2 inch under the required 14-foot clearances. Though you indicated that you are contemplating a 7 to 7 and 1/2 inch overlay, we have received no justification for such a thickness and doubt that we will be able to find such an abnormal amount acceptable for FAI participation. Consequently this problem should resolve itself.

Nothing herein should be construed as prohibiting further economical adjustments of utilities to improve safety aspects and access control. A survey should again be made of existing utilities in the near future for such a determination if authorization to advertise the paving project is expected in January.

Paul Silvernail
by D. C. 11-2-66

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 30 1966
FOR FILING
7866

September 29, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Structure Replacement
Woodburn-Hayesville Section
Pacific Highway
Marion County

Dear Sir:

In compliance with your Instructional Memorandum 21-6-66 dated August 1, 1966, and in order to conform with the added emphasis on safety, we have made a study of the hazards involved with the existing underpasses on the subject section. During the past three years, three of the underpasses on this section have been struck, resulting in one fatality and five persons injured.

Our studies also show that this section of highway will require an additional seven to seven and one-half inches of surfacing to meet present standards. With this raised grade, the existing structures will have the following minimum vertical clearances:

Woodburn	Northbound	14'11-1/2"	Southbound	15'7/8"
Gervais	Northbound	14'5-3/4"	Southbound	14'3-1/4"
St. Louis	Northbound	14'3"	Southbound	14'1-1/8"
Keene	Northbound	14'5-1/2"	Southbound	14'3-1/2"
Conneauly	Northbound	14'2-1/4"	Southbound	14'4"
Macaula	Northbound	15'6-3/4"	Southbound	14'10-5/8"
Hopmere	Northbound	14'8-1/4"	Southbound	14'8-3/4"
Quinaby	Northbound	14'8-3/8"	Southbound	14'6-1/4"
Perkins	Northbound	13'11-1/2"	Southbound	14'1-1/8"
Chesman	Northbound	15'0"	Southbound	15'1-3/4"
Hayesville	Northbound	14'6-3/4"	Southbound	14'8"

It is our plan to remove the existing structures so that they may be replaced with structures having only one center column and an outside column 20 feet clear of the shoulder. This will eliminate the hazard both on the left and right side of the traffic flow. At this time we will be able to adjust the

grade of the structures so that proper vertical clearance can be maintained. Our Bridge Division has estimated that the removal and replacement of the structures on this section will amount to approximately $3,700,000.

Your approval of this safety feature is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. E. Kleboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
F. D. Morgan
F. B. Grundell
L. H. Young
R. D. Asburry

DHS:jr srb

1 Gen.

Oregon State Highway Department
BRIDGE DESIGN SECTION

Sheet 1 of 1

Hwy. Line WOODBURN - HAYESVILLE County MARION

Checked by Christensen Date 9-14-66 Bridge No.

ESTIMATE TO REMOVE & REPLACE EXISTING STRUCTURES TO PRESENT DAY STANDARDS

Detours

Woodburn & Brooks Intch. $ 100,000

Removal

Ten Structures 623,000

Reconstruction

Ten Structures 1,876,000

Sub-Total $ 2,599,000

40% E&C 1,040,000

$ 3,639,000

Routing

Manager

Docker

Bond

Parker

Walker

Olson

Swan

Page

Merchant

Frost

Scott

Wilt

Litchfield

Olsen

RECEIVED
SEP 20 1966
CONSTRUCTION
DIVISION

RECEIVED
NOV 17 1966
FOR FILING
7846

October 14, 1966

MISC. CONTRACTS and
AGREEMENTS No. 1494

Board of County Commissioners
Marion County Courthouse
Salem, Oregon

Agenda
4K

Gentlemen:

We are enclosing a fully executed copy of a supplemental throughway agreement covering the construction of the Woodburn Interchange on the Willamette River-Hayesville Section of the Pacific Highway in Marion County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmb
Enclosure

cc: Mr. H. S. Cox
Attn: Mr. Don Harwell
(Conformed Copy)

RECEIVED
NOV 3 - 1966
FOR FILING

Routing: Morgan, Decker, Bond, Barbee, Walker, Elam, Swan, Peaso, Morelock, Trout, Scott, Wills, Litchfield, Olson

RECEIVED
OCT 17 1966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

October 7, 1966
Salem, Oregon

CONSTRUCTION DIVISION

7.81ala

SUBJECT: Condition Survey
Woodburn Interchange
Pacific Highway (FAR 46)
Marion County
Sta. 1155± to Sta. 1189±

To: F. D. Morgan
Construction Engineer
OFFICE

Attention: G. L. Decker

A condition survey of the subject section has been completed, and attached is a summary of the field and laboratory data.

This section has required more than normal maintenance of the A.C. wearing surface as 3.0" to 3.5" of patching has been placed. (Sta. 1158± to Sta. 1160± may have had a 1.5" A.C. overlay in 1961). At the time of this investigation alligatoring and rutting was apparent.

The base material generally would meet the requirements for Stone Subbase, but from the hole logs it would appear that 3.0"+ of the base has been lost in the subgrade through pumping, etc.

Averages were used in the following computations due to the variation in thickness of the A.C. and base material.

"R" Value = 7
Traffic Coefficient (1965-1985) = 11.6
Crushed Base Equivalent = 38.5"

NOTED
F. B. KLABOE

	Average Thickness		Factor		Credit
Asphaltic Concrete	7.16"	x	1.5"	=	10.5"
Base Material	16.80"	x	0.8"	=	13.5"
				TOTAL	24.0"

CBE	Credit	CBE Deficiency	Factor for New A.C.
38.5" -	24.0" =	14.5" +	2.0"

= 7.25" A.C. Deficiency

A minimum 7.5" A.C. overlay is recommended to bring this section to present design standards.

F. W. Yarbrough
Staff Assistant

C. J. Gregg
Asst. Section Supvr.

APPROVED _____
Engineer of Materials and Research

APPROVED _____
Asst. Construction Engineer

APPROVED _____
Asst. State Highway Engineer

CJG:wh

Attachments

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Rural Engineer

RECEIVED
OCT 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Woodburn Interchange
Pacific Highway
Marion County

Station	Hole No.	Depth-Inches	Top Size	P4	P40	P200	LL	PI	SE	LAR	OAD	"R" Value	Natural Moisture	Classification
1176+60	1	0 - 7.5	AC	patched - mealy - badly stripped										
8'L - NB														A-1-a
		7.5 - 11.0	2.0"	42.8	13.7	4.1	18	0	65.8	—	—	79	—	Sa.Gr.
											22.37		R = 51 at	A-1-a
		11.0 - 25.0	2.0"	44.8	11.7	4.6	18	0	30.3	20.0	1.1	75	NM = 5.1	Si.Sa.Gr.
		25.0 - 28.0	No test - soil w/50% pit run gravel											
													R = 14 at	A-4-(8)
		28.0 - 39.0	2.0"	97.0	95.1	86.6	31	5	3.0	—	—	6	NM = 21.1	Sa.Si.
1165+00														
8'L - NB	2	0- 7.0	AC	patched, broken, alligatored, rutted ¼"+										
											18.33		R = 79 at	A-1-a
		7.0 - 12	2.0"	30.1	7.4	3.0	18	0	35.0	17.2	0.9	77	NM = 3.2	Sa.Gr.
											21.35		R - 53 at	A-1-a
		12.0 - 22.0	2.0"	39.2	13.0	4.9	18	0	32.5	—	1.3	80	NM - 3.3	Sa.Gr.
													R = 4 at	A-4-(8)
		22.0 - 38.0	—	100.0	99.0	88.4	33	6	1.9	—	—	5	NM - 30.9	Sa.Si.
1158+00														
8'R - SB	3	0- 7.0	AC	recent overlay to sta 1160± - alligatored - minor rutting										
		7.0 - 9.0	No test - level course - compare to 9" - 25"											
											25.00		R = 53 at	A-1-a
		9.0 - 25.0	2.0"	37.2	9.4	3.3	17	0	38.5	17.2	1.2	77	NM = 4.3	Sa.Gr.
														A-4-(8)
		25.0 - 31.0	—	99.9	98.8	89.3	32	6	—	—	—	5	NM = 23.4	Sa.Si.
													R = 4 at	A-4-(8)
		31.0 - 42.0	—	99.5	94.1	86.3	26	5	4.1	—	—	3	NM = 22.4	Cl.Si.

SEP 26 1966

Form CD-121 (11-63) (Prea. by Circular 50)

UNITED STATES GOVERNMENT

Memorandum

7866a

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 20, 1966

In reply refer to: 08-35-EC

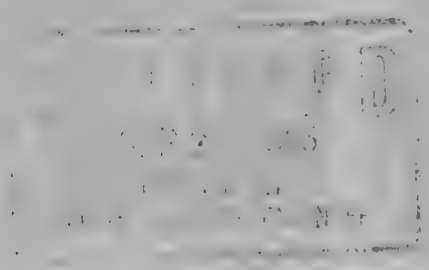
SUBJECT: Oregon Project I-5-5(16)260
Hayesville - Woodburn Interchange Section

Returned herewith are all copies of the revised project agreement estimate for the subject project furnished with Mr. Young's September 19, 1966 letter. The revision proposed is to cover preliminary engineering for adjustment of existing structures with vertical clearances of less than 16 feet.

The last paragraph of Instructional Memorandum 20-2-60 indicated that when the Interstate system standard for vertical clearance was changed to 16 feet in 1960 for structures constructed thereafter, it was the desire of the Department of Defense that consideration of existing structures with less than 16 feet vertical clearance be deferred. As you know by our January 3, 1966 memorandum regarding the Creswell and Hawley Road structures on the Goshen-Cottage Grove Section, the matter remains in that status. Consequently the work proposed by the revised project agreement estimate is not eligible for participation with Interstate funds.

Enclosure

9-26-66
REFERRED TO
Young - Morgan
BY ASST. STATE HWY. ENGR.
Please see me



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Oregon State Highway Department

Federal-Aid
Project No. I-5-5(16)260

TIGARD JCT.-HAYESVILLE SECTION OF THE PACIFIC HWY.

IN CLACKAMAS, MARION, MULTNOMAH AND WASHINGTON COUNTIES

(Revised estimate as a basis for modification of project agreement. Based on estimated costs of survey, design and other preliminary work. Revised to include increase in cost and addition of u'xing structure revisions.)

Salem, Oregon, September 19, 1966

Type Code P.E.
Preliminary Engineering (Sta. 22+00 to Sta. 1850+37)

Preliminary Engineering	All Required	$ 215.000.00
	Total	$ 215,000.00

Length of Project - - - - - - - - - - - 34.628 miles

Federal Funds -	$ 197,800.00
State Funds -	17,200.00
	$ 215,000.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
SEP 20 1966
BUREAU OF PUBLIC ROADS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. PRIDDY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Corvallis
17866

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 19, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Project I-5-5(16)260
Preliminary Engineering

Dear Sir:

We are submitting for your approval a revised project agreement estimate as a basis for modification of project agreement and program change to Project I-5-5(16)260 to include in the project the preliminary engineering required to adjust the substandard vertical clearance of 8 undercrossing structures on the section of I-5 between the Woodburn Interchange and the Hayesville Interchange.

We have revised the modification of project agreement estimate to include the additional estimated preliminary engineering cost as below:

Structure Revision

Field Work	$ 15,000.00	(additional Total Cost)
PS & E Preparation	45,000.00	(additional Total Cost)
Subtotal Cost	$ 60,000.00	(additional)

Additional Cost
Previously approved work 30,000.00
$ 90,000.00

The structures involved are at St. Louis Road, Keene Road, Greenmley Road, Waconda Road, Quinaby Road, Perkins Road and N. Shannon Road. The vertical clearance of these is slightly over 15 feet and with the construction of the pavement overlay, which has been approved, will reduce the vertical clearance of the structures well below the 16' vertical clearance for rural Interstate Routes as set forth by AASHO.

We further request your authorization to proceed with all phases of preliminary engineering required for the adjustment of the above-mentioned structures.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: F. B. Klaboe
R. N. Chase
I. D. Merchant
F. D. Morgan

RECEIVED
SEP 19 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 4 - 1966
FOR FILING

Oregon State Highway Department
BRIDGE DESIGN SECTION

Sheet 1 of 1

Comp. WOODBURN - HAYESVILLE County MARION

A.W. Calculations by Christensen Date 9-14-66 Bridge No.

Pac Hwy 8

ESTIMATE TO REMOVE & REPLACE EXISTING STRUCTURES TO PRESENT DAY STANDARDS

Detours	
Woodburn & Brooks Intch.	$ 100,000
Removal	
Ten Structures	623,000
Reconstruction	
Ten Structures	1,876,000
Sub-Total	$ 2,599,000
40% E&C	1,040,000
	$ 3,639,000

B/up

4

NOTED
E.B. KLABOE

RECEIVED
SEP 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 16 1966

FOR FILING

7866

September 14, 1966

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the October 6 meeting will be a supplemental throughway agreement with Marion County pertaining to construction of the Woodburn Interchange on the Willamette River-Aurorville Section of Pacific Highway (I-5) in northern Marion County. A prior agreement on this section was approved by you October 12, 1955.

This agreement provides for construction of the interchange and connections to the Hillsboro-Silverton Highway adjacent to and westerly of the city of Woodburn. Further provisions are made for county road relocation and construction. This is to convert the interchange to full interstate standards.

Upon completion of the project, the State will assume maintenance, jurisdiction, and control of the structure, interchange, and its connections within the access control area of the throughway and the reconstructed county road shall revert to Marion County for jurisdiction, maintenance and control.

The project has not been advertised for bid letting. A hearing was offered and no requests received; therefore, pending no other complications, the project would be available for construction upon acquisition of needed right-of-way.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
L. H. Young
F. D. Morgan
R. E. Asburry

(county-city) bg

FORM S-128X 50M 4-62

RECEIVED
SEP 13 1966

COMMISSIONERS:
GLENN L. JACKSON, CHAIRMAN, MEDFORD
KENNETH N. FRIDLEY, MEMBER, WASCO
DAVID B. [illegible], PORTLAND

7866

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 9, 1966

Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208

ATTENTION: Mr. J. V. Mulcahy

Re: BPA Transmission Tower Alteration
Woodburn Interchange Section
Pacific Highway - Marion County
YOUR FILE: Oregon City-Chemawa No. 3
Tract No. OC-C-54

Gentlemen:

In reply to your letter of July 19, 1966 we agree the exit ramps should be reclassified to urban and Towers 15/1, 15/2 and 15/3 must be replaced with heavier steel. Your estimated cost for performing this work was $90,600.

Our records indicate that this power line was installed subsequent to our present I-5 highway and Woodburn interchange. Therefore, the existing exit ramp and county road would have prior rights. The alteration of towers opposite approximate stations 1165 and 1175 should, therefore, be at BPA cost. The State would reimburse Bonneville Power Administration for strengthening of the southerly-most tower, since we are placing a new leg of the interchange under these lines where no road existed before.

Due to the difficulty of segregating out the actual cost for each tower, we would suggest that the State reimburse Bonneville Power Administration one-third of their actual cost estimated to be $90,600. If you agree with these findings, this is your authorization to prepare the appropriate trust agreement.

Unlimited access cannot be granted to Tower 15/3; however, we understand that you will require access only under emergency or very infrequent conditions. This limited type access may be granted. If limited access is acceptable please advise in your next correspondence.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
SEP 12 1966
OFFICE OF
STATE HIGHWAY ENGINEER

PGP:bjm

cc: F. B. Klaboe
A. W. Parsons
F. W. Sugnet

RECEIVED
AUG 18 1966
FOR FILING
78646

Form CD-121 (11-63) (Prec. by A.D. 20[illegible])

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 12, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
Acting Division Engineer

SUBJECT: Oregon Project I-5-5(34)273
Woodburn Interchange Section (Right of Way)
BPA Transmission Tower Alteration

Mr. Litchfield's July 25, 1966 letter submitted four alternate solutions for the adjustment of the subject utility's transmission tower within the proposed right of way of the revision of the Woodburn Interchange.

Inasmuch as the utility work (including preparatory work) has not been programed we cannot comply with the requested approval; however, we do indicate our concurrence with your selection of the third alternate as a satisfactory solution to this adjustment at an estimated cost of $30,600.

We will need satisfactory evidence that the ramps qualify to be reclassified as urban under the National Electrical Safety Code. A study should be made to determine if BPA participation in a portion of the costs of this adjustment can be collected due to the fact that only the traffic pattern is being changed, not the amount of traffic or usage. If traffic was increased to allow reclassification of the ramps to urban (NESC classification) prior to our revision, perhaps the towers should be increased in strength without State-Federal participation.

Unlimited access cannot be granted to BPA under this alternate, however, if BPA will acknowledge that the only access they require is under emergency or very infrequent conditions limited access may be granted.

Any Federal participation in this adjustment is subject to inclusion in and our approval of a program action and the authorization to proceed with the work.

REFERRED TO
Young Litchfield
By Asst. State Hwy. Engr.
8-17-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-125X 50M 6-62

RECEIVED
COMMISSIONERS
JAN 26 1967

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND

7866

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 25, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 College Street, N. E.
Salem, Oregon

Re: BPA Transmission Tower Alteration
Woodburn Interchange Section
Pacific Highway - Marion County
BPA File: Oregon City-Chemawa No. 3
Tract No. OC-C-54

Dear Sir:

Herewith you will find the following data pertaining to this project:

(1) Two copies of Bonneville Power Administration's estimate of cost for doing the work dated July 19, 1966.

(2) Two copies of a sketch map showing the location of the existing towers.

These towers will not conflict with the proposed slope lines of the interchange legs and they occupy this property by a prior easement right. We, therefore, recommend the second alternate as listed in Bonneville Power's letter for the following reasons:

1. The tower will require practically no maintenance, except on an emergency basis.

2. This will maintain the existing esthetics by not breaking the profile continuity of the transmission lines which parallel the freeway throughout this area.

NOTED
F. B. KLABOE

3. This will satisfy safety code standards for urban classification. This interchange area is building rapidly and we believe should be classified as urban.

Your approval of this estimate in the amount of $30,600 as evidenced above and authorization to proceed with this work under provisions of PPM 30-4 is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

encs.

cc: F. B. Klaboe
V. L. Gallagher (2)

RECEIVED
JAN 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 20 1966
COMMISSIONERS
GLENN L. JACKSON, Chairman
MEDFORD
KENNETH N. FRIDLEY, Member
WASCO
DAVID E. SIMPSON, Member
PORTLAND
FOR FILING
78666

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 15, 1966

Bonneville Power Administration
Portland General Electric Company
Pacific Northwest Bell Telephone Company

Re: Preliminary Right of Way Map
Woodburn Interchange Section
Pacific Highway - Marion County

NOTED
F. B. KLABOE

Gentlemen:

Enclosed you will find _____ print(s) of a part of the preliminary right of way map, our file #78-20-14. This right of way map covers the Woodburn Interchange Section of the Pacific Highway Interstate 5. The reconstruction of this interchange is necessary to bring it into conformance with Interstate Design Standards.

This project has not yet been placed on our tentative schedule of contract lettings.

This information is being submitted to you in accordance with our policy of supplying Utilities and Railroads our latest thinking at the earliest possible date. Further information will be sent as it becomes available.

Mr. F. W. Sugnet, Room 405, State Highway Building, Salem 97310, is the Field Utilities Liaison Engineer for this project.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RMF:bjm

cc: F. B. Klaboe
R. D. Asburry
F. W. Sugnet

RECEIVED
JUN 16 1966
OFFICE OF
STATE HIGHWAY ENGINEER

3-1-62

WOODBURN IMPROVEMENTS
PACIFIC HIGHWAY
MARION COUNTY

"[illegible] LOSS"

Truck	A.C. Wearing Course	Base	Crushed Base	Total Cover	Actual Thickness
Frontage Road on N. W. Side	22	3.0"	2.0"	12.0"	20.0"	17.0"
Frontage Road on S. E. Side	1	2.0"	2.0"	9.5"	15.5"	13.5"

Values utilized various components of the pavement structure:

1.0" Asphaltic Concrete = 2.0" Crushed Base
1.0" Plant Mix Bituminous Base = 1.8" Crushed Base
1.0" Mi Pac = 1.1" Crushed Base
1.0" Sheet Surface = 0.8" Crushed Base

*See letter by O. A. Stein dated 1-11-46 regarding a retained strength requirement of 70%.

INTERCHANGE IMPROVEMENTS
PACIFIC HIGHWAY
MARION COUNTY

	North Ramps	South Ramps	N.W. Frontage Road	S.E. Frontage Road
Present ADT	650	1050	500	50
Future ADT	1000	2100	1000	100
Design ADT	925	1575	750	75
Design Period	20	20	20	20
No. of Lanes	2 1 Way	2 1 Way	2 Way	2 Way
Percent of Trucks	3	3	3 1.5%	3 1.5%
Trucks One Way	28	47	11	1
% Trucks In Curve	100	100	100	100
Trucks in Design Lane	28	47	11	1
Traffic Coefficient	7.8	7.4	6.2	4.7

Use 10.00 TSDT

[illegible]: [illegible]

ALIGNMENT: PACIFIC

COUNTY: [illegible]

[illegible] EVALUATION

[illegible] Factors Considered in Selection

1. Traffic Classification: See attached sheet

2. Soils Characteristics: See design chart attached

3. Weather: See design chart attached

4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
Remarks: _____

5. Cost Comparisons: See remarks

Secondary Factors Considered in Selection

6. Adjacent Existing Pavements: None

7. Stage Construction: Not applicable

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Agricultural: See remarks

10. Stimulation of Competition: See remarks

11. Construction Considerations: See remarks

12. Municipal Preference, Particularly Local Government Preference, or Recognition of Local Interest: Not applicable

13. Traffic Safety: See remarks

14. Availability of an Adequate of Local Materials or of Local Commercial Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made as this is a revision of an existing Interchange.

RECEIVED
MAR 4 - 1966
FOR FOLDING (P.L. 22-59)
(PARS. 9Y A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

78106

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

DATE: February 28, 1966

08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Woodburn Interchange Section
Pacific Highway
Location Prospectus - I-5-5(-)250

Reference is made to your Location Prospectus submitted September 3, 1965.

We approve this prospectus to prepare plans, specifications and estimate for reconstructing this Interchange to present Interstate standards.

Interchange design features were approved November 22, 1965.

REFERRED TO
Morgan Young
By Asst. State Hwy. Engr.
3-4-66

RECEIVED
DEC 30 1965

FOR FILING
78606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 28, 1965

SUBJECT: Proposed Interchange Redesign
Woodburn Interchange
I-5

To: F. D. Morgan
Construction Engineer
B U I L D I N G

It has come to my attention that it is proposed to reconstruct the Woodburn Interchange on Interstate 5 so as to provide a full diamond type interchange.

Since the present interchange was constructed, we have made a number of traffic investigations at the westerly ramp terminal intersection. All of these investigations have been concerned with the restricted sight distance for vehicles moving from the southbound off-ramp into the Hillsboro-Silverton Highway. During the two-year and seven-month period from January 1, 1963, to July 31, 1965, there were seven reported accidents at this ramp terminal intersection. It is probable that all of the accidents were caused by the restricted sight distance condition. These accidents are shown on the attached collision diagram.

Also, as is shown by the attached traffic volume diagram, almost all of the vehicles leaving the freeway when southbound make the left turn at the ramp terminal intersection.

The new design appears to do very little insofar as increasing the critical sight distance is concerned. It is strongly recommended that this design be revised either by moving the ramp terminal intersection further to the west to increase the critical sight distance or by providing a loop type ramp so that the heavy flow of ramp traffic makes a right turn rather than a left turn into the Hillsboro- Silverton Highway. If this is not done, we can anticipate an increase in accidents as overall traffic volumes on the ramp and on the Hillsboro-Silverton Highway increase.

L. E. George
Assistant Traffic Engineer

RECEIVED
DEC 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

VPJ:ji
Attachments
cc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
DEC 22 1965
FOR FILING
7866

December 21, 1965

Mr. George T. Scott
Acting Chairman of
Management Council
Woodburn Senior Estates
318 S. W. Sixth Avenue
Portland 4, Oregon

Dear Mr. Scott:

Under date of November 16, in response to a complaint from Mr. A. E. Kunnheuman of 1788 Salial Road, Woodburn, concerning the same condition outlined in your letter, we advised him as follows:

"We are currently studying this intersection for possible overall redesign which could eliminate the present difficulties. In the interim, it is our desire to assess the value of the recently installed flashing yellow beacon on the advance warning sign for traffic approaching from the east.

"In view of the traffic volumes involved, the stopping of traffic on the cross road at this point is not believed in order."

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall (enc.)
R. D. Asburry

TE:jwa

FORM S-(3) 201] 5-65 SP-6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1965

To: Mr. Tom Edwards
Assistant State Highway Engineer
D e p a r t m e n t

SUBJECT: Woodburn Interchange
I-5

Attached please find letter from George T. Scott, Acting Chairman of Management Council, Woodburn Senior Estates, in which is asked that we install a flashing red light in place of a flashing yellow light at the subject interchange.

This is identical to the request recently made by Mr. A. E. Kuhnhausen, 1766 Sallal Road, Woodburn, Oregon. Attached please find copy of the answer to Mr. Kuhnhausen regarding this matter. It is recommended a similar answer be made to the Woodburn Senior Estates.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:am
cc F. B. Crandall

RECEIVED
DEC 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 16 1965
FOR FILING

November 10, 1965

Mr. A. E. Kuhnhausen
1766 Sallal Road
Woodburn, Oregon

Dear Mr. Kuhnhausen:

This will acknowledge your letter of November 3 to Mr. Roger Trygstad, Division Traffic Engineer, concerning conditions at the westerly ramp terminal intersection at the Woodburn Interchange on Interstate 5.

We are currently studying this intersection for possible overall redesign which could eliminate the present difficulties. In the interim, it is our desire to assess the value of the recently installed flashing yellow beacon on the advance warning sign for traffic approaching from the east.

In view of the traffic volumes involved, the stopping of traffic on the cross road at this point is not believed in order.

Very truly yours,

Forrest Cooper
State Highway Engineer

By vdw

Tom Edwards
Assistant State Highway Engineer

bc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
R. D. Asburry

NOTED
TOM EDWARDS

VPJ:jl/VDW:sw

WOODBURN SENIOR ESTATES

New homes for active retirement

Princeton at Country Club Road
YUkon 2-8301 • Woodburn, Oregon

SENIOR ESTATES, INC.

Portland Office: 310 S.W. 6th Ave.
CApitol 8-9363 • Portland 4, Oregon

December 8, 1965

RECEIVED
DEC 10 1965
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

State Highway Department
Safety Division
Salem, Oregon

Gentlemen:

Will you please direct this letter to the attention of the person or persons in charge of safety signs on state highways.

The Senior Estates Management Council, an organization representing all the citizens of this section of Woodburn, requests your immediate attention to the following resolution passed in a regularly scheduled meeting on December 7, 1965.

Resolution: " We most sincerely urge the State Highway Dept. to install a flashing red stop light to take the place of a flashing yellow light, on highway No 214 at the overpass over the Baldock Freeway just west of the Woodburn Senior Estates area".

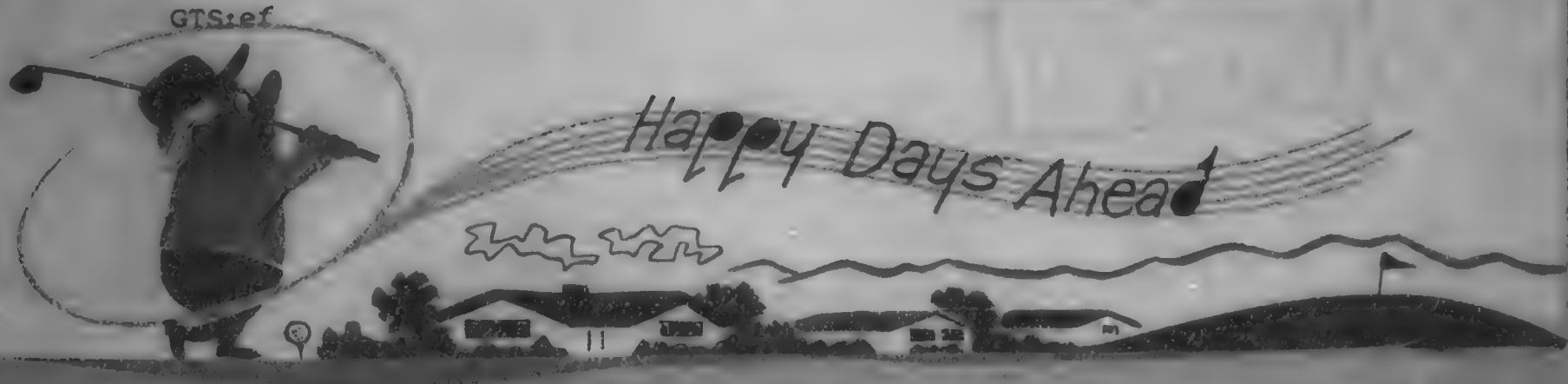
There have been several near serious accidents at the point where people coming from Portland, come to a stop before making a left turn on to highway 214 to cross the overpass. It is only a matter of time before some one will be killed at this point.

Hoping that you will give this your immediate attention, I am

George T. Scott

George T. Scott
Acting chairman of
Management Council

GTS:ef



C.E. Kuhnhausen
1768 Ballal Rd
Woodburn Oregon
11/3/65

Mr Roger D Trygstad
State Highway Dept.
Salem 97310

Dear Mr Trygstad,

Several weeks ago I made a special trip to the State Highway Department in Salem to call to the attention to Mr Val Johnson ~~Not in~~ a certain death trap here in Woodburn Oregon. The danger point being at the entrance from the Portland side of the over pass bridge on the Woodburn Newberg highway.

On Saturday 10/30/65 as I was taking gasoline at the Shell station preparatory to go to Corvallis an empty logging truck raced over the bridge at a very rapid speed going west. The yellow warning sign was unobserved by the driver of said logging truck. Had a car been coming from Portland and after stopping at the entrance and then proceeding onto the bridge where there

is little visibility of any racing vehicle going west, there could have been another fatality added to the already approaching six hundred deaths from automobile accidents in Oregon for this year.

A very inexpensive measure on the part of the Traffic Department would be to place a red flasher light where the now yellow flasher warning sign on the bridge is located.

The general discussion here in Woodburn Senior Estates is that if not something is done to avoid this danger at once we have two alternatives under consideration for action.

Wont You please take steps now to avoid this danger

Most respectfully

A.E. Kuhnhausen

315.24 Hwy. 140, mp 0.1

FORM S-99 REV. 7-56 SP*6829-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 26, 1965

SUBJECT: Hillsboro-Silverton Highway at Southbound Off-Ramp from I-5 West of Woodburn

To: F. B. Crandall
Traffic Engineer
O F F I C E

There is attached a report on the above subject.

In view of Trygstad's sight distance data, I would recommend that an effort be made to obtain a change in the design for this interchange so that adequate sight distance would be provided. This probably would be expensive by necessity of purchasing the service station, but it does not seem worthwhile to re-design the interchange and obtain only 50 feet of additional sight distance. The accident record for the intersection of the highway and the off-ramp is much too high in view of the traffic volumes involved.

Val Johnson
Traffic Control Engineer

VPJ:ji
Attachments

NOTED
F. B. CRANDALL

11/2/65
Discussed with Barbee and Stoudenmeyer. Furnished acc. data and new traffic count. Construction is working on it.

Val:
How about loop back ramp as indicated on plan. Think it could get Bureau O.K.

NOTED
L. E. GEORGE

NOTED
TRAFFIC CONTROL ENGR.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 21, 1965

RECEIVED
OCT 25 1965
TRAFFIC ENGINEERING

To: Mr. F. B. Crandall
Traffic Engineer
DEPARTMENT

SUBJECT: Hillsboro-Silverton Highway
At Westerly Ramp From I-5
Oregon 214 - Hwy #140 - M.P. 36.74

Attention: Mr. Val P. Johnson

As per your request, I contacted Mr. A. E.Kuhnhausen, 1768 Sallal Road, Woodburn Senior Estates, regarding his complaint of lack of sight distance at the subject location. You will recall that we have had several complaints in the past regarding this lack of sight distance. A vehicle stopped on the ramp has a sight distance of only 300 feet to the east. This, of course, is due to the vertical curve over the freeway overcrossing.

Mr. Kuhnhausen was quite concerned about the possibility of accidents at this location due to the lack of sight distance. The attached Collision Diagram indicates that he has cause for concern as there is a relatively high rate of accident occurance considering the volumes concerned. This intersection was within priority #33 on the rural accident listing for the first six months of 1964. As the attached Collision Diagram indicates, there were seven reported accidents at this intersection during the two year, seven month period from January 1, 1963 to July 31, 1965. Five of these accidents involved vehicles leaving the ramp and turning to the east. The other two accidents involved vehicles making a left turn onto the ramp. I believe that all seven of the accidents could be attributed to the lack of sight distance.

Mr. Kuhnhausen made several suggestions which he thought would improve the situation. The first was to stop traffic on ORE 214 at the ramp. I explained to him that we did not want to do this ; that there would be short sight distance behind a stopped vehicle. Also, of course, we would not want to stop a higher volume highway for a lower volume ramp. His second suggestion was a redesign of the southbound off-ramp so that it would pass under the structure and intersect ORE 214 on the south side of the highway in cloverleaf fashion. This would help the sight distance situation. I have been advised, however, that the BPR does not want cloverleaf design on the interstate system. Mr. Kuhnhausen's third suggestion was that a diamond type ramp intersect ORE 214 west of the service station. This would most likely mean that the frontage road would have to intersect the off-ramp somewhere and I understand that the BPR also frowns on this. Also, the service station would have to be removed as businesses are not allowed on an interchange.

Attached is a plan by the Urban Design Section showing a proposed interchange revision. Under this plan a diamond interchange would be constructed. The approach to ORE 214 in question would be

NOTED

moved approximately 50 feet to the west. Calculations indicate that a vehicle desiring to turn left from the ramp would require 5.45 seconds to clear the westbound lane for normal acceleration and a 1.5 second perception reaction time is used. The existing 300 feet of sight distance would allow a speed of 37.5 MPH. Under the attached plan there would be approximately 350 feet of sight distance which would allow a speed of 43.7 MPH. Although it would, of course, help the situation, the sight distance would still be far from desireable. The real answer to the problem would be to raise the grade at the intersection point. To do this would mean we would probably have to buy out the service station in the northwest quadrant.

One item that I think might help the situation somewhat would be to extend the 40 MPH speed zone west of Woodburn over the overcrossing. New commercial developements make this extension appropriate. A speed zone report of November 1964 recommended that Oregon State Highway Commission Resolution #434, dated January 30, 1964 be rescinded and that the following speed zones be established on the Hillsboro-Silverton Highway #140, west of Woodburn:

From 0.13 mile west of Pacific Highway Crossing (M.P. 36.68)
To 300' east of Astor Way (M.P. 37.71). . . . . .40 MPH

From 300' east of Astor Way (M.P. 37.71)
To Woodburn east city limits at Boones Ferry Road (M.P. 37.90). . . . . .30 MPH

These recommendations would have the effect of extending the 40 MPH speed zone to the west a distance of 0.50 mile. No action was taken in these recommendations as a result of the November 1964 report. It is recommended at this time that the recommendations be reconsidered.

R. D. Asburry
Division Engineer

By Roger D. Trygstad
Roger D. Trygstad
Division Traffic Engineer

RDT:cp
Enclosure

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City of _____ County Marion
Intersection of Hillsboro-Silverton Hwy and I-5 Ramp
Highway Number 140 (Ore 214) M.P. 36.74
Period Covered 1-1-63 to 7-31-65
Compiled by BC Drawn by _____ Date 10-18-65

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe

- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Collision Type	1963				1964				7 mos. 1965				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement							2	2		2	2	4			1	1		2	5	7
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL					-	-	2	2	-	2	2	4	-	-	1	1	-	2	5	7

FORM S-60 REV. 7-61 SP°6220-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 13, 1965

To:
L. E. George
Assistant Traffic Engineer
O f f i c e

SUBJECT: Traffic Conditions
Woodburn Interchange
Southbound I-5 Off-Ramp

In view of Mr. Johnson's absence on Tuesday, October 12th, I was obliged to personally talk with Mr. A. E. Kuhnhausen whose address is 1768 Salla Road, Woodburn Senior Estates. Mr. Kuhnhausen complains that he has had two narrow escapes due to the lack of sight distance on the structure from the stop position on the southbound I-5 off-ramp. Mr. Kuhnhausen blames these conditions on excessive speed of motorists on the structure (Hillsboro-Silverton Highway). He mentioned the flashing beacon as was recently installed; however, feels that something else is needed and more specifically suggested that we stop vehicular traffic on the structure in advance of the westerly off-ramp approach. He further stated that other residents of the Senior Estates have had similar occurrences.

Should this location be reinvestigated, he requests notification of the results.

This intersection was within one of the worst accident sections and, therefore, an investigation was conducted in June of this year. The recommendation was to install a flashing amber beacon on the crossroad symbol sign for westbound traffic, which materialized on August 20, 1965.

Larry M. Orth
Traffic Investigator

IMO:aa

10/13/65
Tryggstad asked to make contact & report.

NOTED
L. E. GEORGE

RECEIVED
SEP 13 1965

Commissioners
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John E. Amacher, Winchester
J. Pat Metke, Bend
Joseph R. Smith, Klamath Falls

Mailing Address
P.O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

7866

September 10, 1965

Routing

Morgan
Deckor
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
SEP 13 1965
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of September 3, 1965 which enclosed a prospectus for:

Woodburn Interchange Section, Pacific Highway, Marion County.

We have no comments regarding the above project.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

9/13/65
Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
R. D. Asburry (2)

fp

RECEIVED
SEP 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTE
F. B. KLABOE

RECEIVED
SEP 9 - 1965
FOR FILING
7866

9-3-65

S

Prefix No. 624-1411

LOCATION PROSPECTUS
WOODBURN INTERCHANGE SECTION
PACIFIC HIGHWAY
MARION COUNTY

NOTED
R. L. PORTER

HIGHWAY: Pacific Highway, State Primary No. 1, Federal-aid Interstate No. 5.

TERMINI: The northerly terminus is approximately at Engineer's Station 1155+00 on the Willamette-Hayesville Section of the Pacific Highway. The southerly terminus is approximately at Engineer's Station 1189+00 on said Pacific Highway.

LENGTH: 0.65 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for the reconstruction of the interchange at the intersection of the Hillsboro-Silverton Highway with the Pacific Highway. This will be a full diamond type interchange built on present Interstate standards. Studies will be made for possible relocation of frontage roads now existing in the southeast and northwest quadrants of the interchange. Soils investigations will be conducted. Special drainage studies will be made where required.

CHARACTERISTICS: Existing ADT on existing exit ramps 800; projected ADT 2160.

STANDARDS: Deviations from Interstate standards are not anticipated.

TYPICAL SECTION: The typical section for the interchange legs will consist of a 16-foot travel way with 4-foot inside shoulder and a 6-foot outside shoulder.

BRIDGES: None.

ACCESS: There will be no direct access to the interchange legs. Survey will include a provision for access by frontage roads.

ADDITIONAL FACILITIES: No railroads. Routine negotiations for utility adjustments.

BASE DESIGN: The tentative base design for construction is:

Wearing Surface	3-1/2" Asphaltic Concrete
Top Course Base	2 " 3/4"-0 Crushed Material
Bottom Course Base	16 " Crushed Course
Total	21-1/2"

NOTED
FORREST COOPER

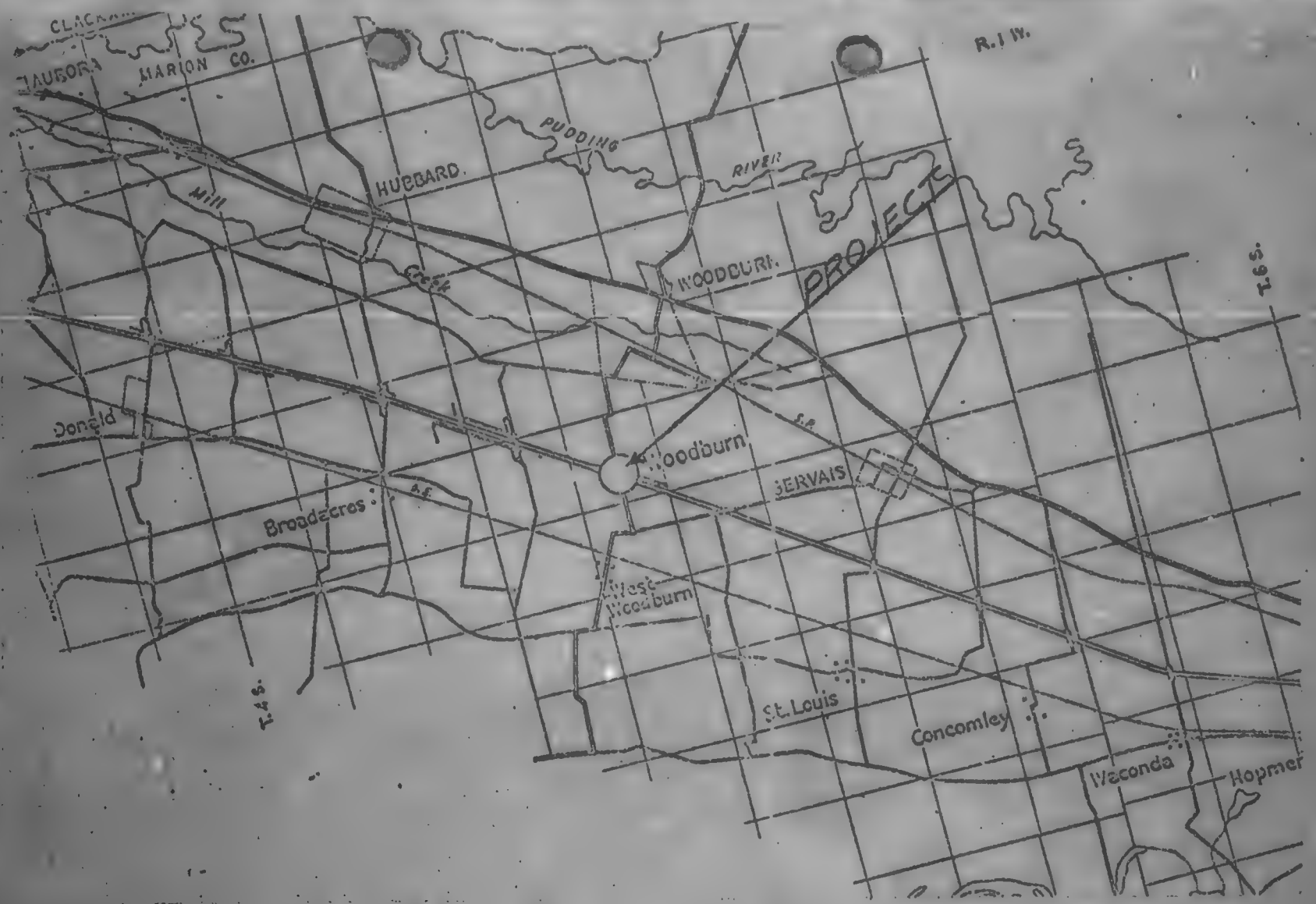
MATERIALS: Materials are available at local commercial sources.

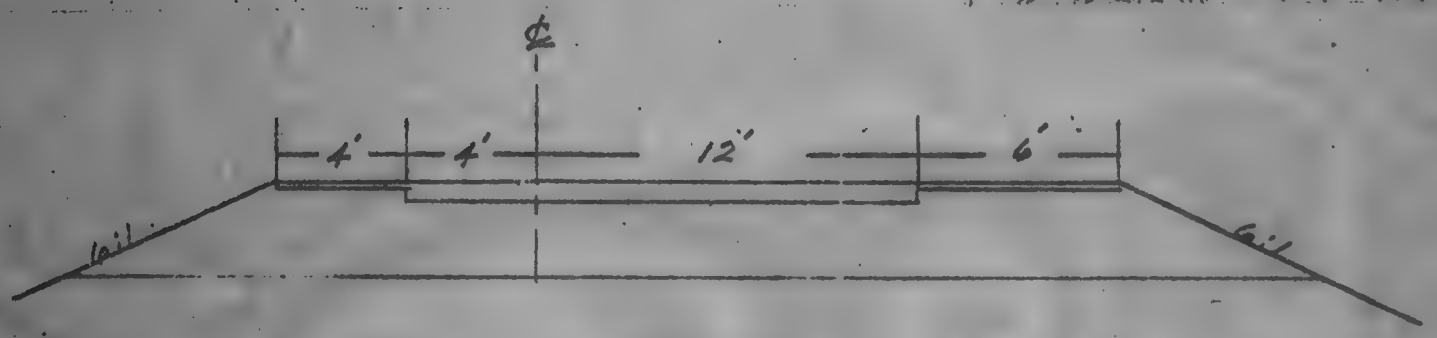
AGREEMENTS: None required.

PARKS: None affected.

September 3, 1965
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Research Division
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
SEP 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER





TYPICAL SECTION

PROSPECTUS MAP

WOODBURN INTERCHANGE

PACIFIC HWY.

MARION COUNTY

1965

Form CD-121
(1463)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

7866

TO: Mr. Forrest Cooper, State Highway Engineer
~~Salem, Oregon~~

FROM: T. Dec, Assistant Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: August 3, 1965

In reply refer to: 08-35.7

SUBJECT: Oregon Project I-5-5(23)286
Tigard Junction-Clackamas County Line Section
(Lower Boones Ferry Road Interchange)

On May 25, 1961 we approved your proposed interchange plan for the Lower Boones Ferry Road on your drawing No. 5-N-30. On February 21, 1964 we approved a revision in the interchange, covering additional laning. Your most recent submission, which revised the ramps on the west side of the interchange (approved by D. J. Barbee, April 23, 1965) was not approved. However, there has been no change on the east side of the interchange as to area needed for right of way. Therefore, it is our recommendation that immediate measures be taken to acquire the lands needed for the east side of the interchange, in order to avoid additional costs in right of way that may result from increasing land values in this area. Most of the land on the east side of the interchange has recently sold, and it appears the development of this area will be forthcoming in the near future. We request your comments and recommendations as to acquiring right of way in this area immediately.

As to the Woodburn Interchange, we understand that a public hearing has not been held in this area. There is increased construction activity all around this interchange that would indicate the possibility of further land value increases; therefore, it is recommended that action be initiated to hold a public hearing, and following that action, the revised interchange should be programed for right of way acquisition if Federal participation is to be requested. Your early review of this situation is requested, and we would appreciate your comments and advice.

REFERRED TO
By Asst. State Hwy. Engr. 8-5-65

RECEIVED
AUG 4 1965
OFFICE OF
STATE HIGHWAY ENGINEER

M. - Please discuss at early date

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 26 1965

Form CD-107
(11-63)
(Prea. by
A.O. [illegible]

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 19, 1965

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-5(-)250 Woodburn Interchange

Please be advised that this office would not approve a design for the Woodburn Interchange as indicated in yellow on the standard drawings attached to Mr. Shaw's letter dated February 19, 1965.

NOTED
LLOYD P. SHAW

RECEIVED
FEB 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Copies To Young
Morgan
2-25-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

7867 Cape Arago Hwy.-Woodland Dr. Sec. 1973
of Empire-Coos Bay Hwy. in Coos Bay
(Grading, paving, and signals) #1

CRAY 3830

4-19-73

11-7-75

Olson 213

FORM S-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 20, 1973

To: W. A. Tison
Resident Engineer
C O Q U I L L E

SUBJECT: Preliminary Striping Plans
Cape Arago Hwy.-Woodland Dr. Sec.
[redacted]
Coos Bay
Contract #7867

Attached is a preliminary striping plan for the subject project.

This plan has been reviewed and changes proposed to the Design Section. Due to the cost of maintenance of painted curbs, Region III has not been painting curbs where parking is prohibited. We have requested some latitude in this respect as a Salem policy matter. Also, we have requested that the yellow painted jiggle bars be deleted in the 4' median. The striping could remain two solid yellow lines 4' apart or double yellow solid stripes 4' apart.

We have been advised that an up-to-date striping information letter is contemplated by the Design Section.

ORIGINAL SIGNED BY GLEN L. CLARK
REGION TRAFFIC ENGINEER

GLEN L. CLARK
Regional Traffic Engineer

GLC/ks
Attach.

cc Adrian Olson ✓
B. E. Brown

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Treut

RECEIVED
DEC 24 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File —
Return To _____
Bring Up ___/___/___
Other _____

7867

Form E-373 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Cape Arago Hwy.-Woodland Drive — Date December 12, 1973

Highway Empire-Coos Bay — Contract No. 7867

County Coos — Kind of Work Grading, Paving & Traffic Signals — Contractor Fred H. Slate Company

	Authorized	Estimated	Change
Contract Amount	$1,405,367.50	$1,473,395.50	+$68,028.00
Anticipated Items	39,450.00	37,617.00	- 1,833.00
Contingency (4½%)	65,016.79	124,474.44	+ 59,457.65
Engineering	115,585.40	210,000.00	+ 94,414.60
Credits			
PROJECT COST	$1,625,419.69	1,845,486.94	
	NET INCREASE $	220,067.25	OR 13.5 %

APPROVED BY OREGON TRANSPORTATION COMMISSION DATE 1-30-74

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

		Expected Amount	Net Change
General Excavation	(C)	$50,000.00	- $19,562.50
Trench Excavation	(C)	50,000.00	+ 12,750.00
Bituminous Base Mixture	(C)	168,340.00	+ 10,000.00
Plant Mix Aggregate Base	(C)	215,600.00	+ 16,500.00
Cl. A Concrete in Walls	(C)	18,460.00	+ 12,610.00
8-inch Drain Pipe	(C)	21,252.00	+ 16,422.00
Special Filter Material in Drains	(C)	15,000.00	+ 9,900.00
Flagging	(A)	14,400.00	+ 4,800.00
P P & L	(A)	0.00	- 6,500.00
Lower Water Services	(U)	595.00	+ 595.00
Furnish & Place Rock Backfill	(U)	5,000.00	+ 5,000.00
Rev. Loop Detectors	(U)	- 810.12	- 810.12
Furnish & Place Borrow from Source "B"	(U)	43,700.00	+ 43,700.00

Continued Reverse Side

Principal reasons for overruns (Continue on reverse side): _____

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by W. A. Tisor — Resident Engineer

Confirmed by J. X. Wilson — Regional Engineer

Noted by _____ — For Construction or ~~Bridge~~ Engineer

Noted by _____ — ~~Deputy or~~ Asst. State Highway Engineer

MAJOR OVERRUNS AND UNDERRUNS (Cont'd)

Change Sewer Pipe Coating	(U)	$ 1,913.76	+$ 1,913.76
Embankment Foundation Excavation	(U)	11,000.00	+ 11,000.00
Borrow Excavation	(U)	12,250.00	+ 12,250.00
Furnish & Install Chain Link Fence	(U)	1,100.00	+ 1,100.00
Remove & Replace Culvert	(U)	1,226.80	+ 1,226.80
Uncover Water Services	(U)	2,608.00	+ 2,608.00
Repair Damaged Pavement	(U)	2,000.00	+ 2,000.00

PRINCIPAL REASON FOR OVERRUNS

Trench Excavation: Storm sewer grade had to be lowered to clear newly adjusted extention of sewer later als. Also conciderably more perforated pipe was required.

Bituminous Base Mixture: For public relations Stage Construction areas were overlayed. In this area an inspection of the Contractor's stage surfacing was made and I feel that the amount of rock existing under 1½-inches of asphaltic concrete was comparable to the planned 6-inches of rock with 0.1 shot. Also due to extremely soft grade, more mix was used from station 2+00-38+00 than it computes.

Plant Mix Aggregate Base: Overrun due to many small soft areas subexcavated & backfilled with rock. It was essential that this grade be completed as fast as possible & back-filling with common materials would have delayed the operation considerably. We also had to rock many approaches beyone expectations to keep property owners satisfied.

Class "A" Concrete in Walls: The planned wall was constructed considerably higher than was originally planned. This estimate also includes quantity estimated for construction of an additional wall right of station 12+50.

8-inch Drain Pipe: Considerably more areas were encountered requiring drain pipe than was orginally anticipated.

Special Filter Material in Drains: See 8-inch Drain Pipe.

Flagging: Limited sight distances & heavy traffic required more flagging than orginally anticipated.

CAPE ARAGO HWY.-WOODLAND DRIVE

Contract 7867 — Coos County — Prefix: 106-1023

COMPLETE LISTING OF OVERRUNS & UNDERRUNS

Bid Item #	Bid Item	Expected Amount	(+) or (-)
001	Mobilization	$75,000.00	-----
002	Temp. Pro.	40,000.00	-----
003	Clear & Grub.	50,000.00	-----
004	Rem. Str. & Ob.	5,000.00	-----
005	Borrow Exc.	79,125.00	-19,562.50
006	Gen. Exc.	50,000.00	+12,750.00
007	Trench Exc.	50,000.00	-----
008	Finish Rd. & Sl.	10,000.00	-----
009	Obliterate of Rd.	775.00	-----
010	Watering	825.00	+10,000.00
011	Bituminous Mix	168,340.00	+ 2,500.00
012	Asphalt in Bit Base	48,580.00	+16,500.00
013	Plant Mix Agg. Base	215,600.00	+ 3,008.00
014	Stage Constr. Surf.	25,758.00	-----
015	Cl. "B" Conc. Mix	162,890.00	-----
016	Asph. Cem. in Mix	55,680.00	-----
017	Asph. in Tack	1,300.00	- 725.00
018	¾"-0 Agg. in Prime	3,770.00	- 1,340.00
019	RC-250	8,340.00	+12,610.00
020	Cl. A Conc. in Walls	18,460.00	+ 2,070.00
021	Rein in Walls	3,000.00	+ 300.00
022	144-inch Str. Plate	6,600.00	-----
023	12-inch Culv. Pipe	950.00	- 126.00
024	48-inch Culv. Pipe	7,074.00	-----
025	12-inch Sewer Pipe	42,300.00	-----
026	15-inch Sewer Pipe	14,300.00	-----
027	18-inch Sewer Pipe	24,530.00	- 336.00
028	21-inch Sewer Pipe	1,944.00	+ 345.00
029	24-inch Sewer Pipe	3,045.00	- 2,520.00
030	36-inch Sewer Pipe	1,530.00	- 1,650.00
031	48-inch Sewer Pipe	19,250.00	+ 3,600.00
032	Conc. Manholes	15,300.00	-----
033	Special Manholes	3,400.00	- 1,500.00
034	Drop Manholes	0	+ 600.00
035	Conc. Inlets Type D	1,800.00	-----
036	Conc. Inlets Type G	300.00	-----
037	Conc. Inlets Type CG-1	20,400.00	-----
038	Conc. Inlets Type CG-2	6,900.00	+ 1,200.00
039	Conc. Inlets Type G2MA	1,600.00	-----
040	Capping Inlets	200.00	

TOTAL BROUGHT FWD. PAGE 2

	Bid Item	Expected Amount	(+) or (-)
041	6-inch Drain	$ 2,585.00	- 165.00
042	8-inch Drain	21,252.00	+16,422.00
043	Special Filter Mat'l.	15,000.00	+ 9,900.00
044	Guard Rail Type 1	15,695.00	------
045	Guard Rail, Type LA	4,400.00	------
046	Guard Rail Anchors	3,250.00	------
047	Concrete Walks	75,547.50	+ 1,347.50
048	Concrete Driveways	10,800.00	-------
049	Concrete Curbs	45,500.00	-------
050	Extra for Asphalt Appr.	2,460.00	+ 360.00
051	Recon. Conc. Manholes	500.00	--------
052	Adjust Manholes	5,700.00	-------
053	Roadside Seed & Mulch.	6,400.00	+ 3,200.00
054	Setting Mailbox Posts	440.00	-------
055	Traffic Signals	20,000.00	- 760.00
	Bid Item sub total	1,473,395.50	+68,028.00

801	Flagging	(A)	$14,400.00	+ 4,800.00
802	On-The-Job Trainees	(A)	2,400.00	-------
803	Furn & Pl Chain Link Fence	(U)	1,100.00	+ 1,100.00
804	Remove & Replace Culvert	(U)	1,226.80	+ 1,226.80
805	Uncover Water Services	(U)	2,608.00	+ 2,608.00
806	Repair Damaged Pavement	(U)	2,000.00	+ 2,000.00
92001	Adj. Gen. Tel. Facitities	(A)	1,567.00	- 433.00
92002	Stage Constr. Striping	(A)	2,000.00	-------
92003	Coos Bay-North Bend W. B.	(A)	7,000.00	+ 3,000.00
92004	Lower Water Services	(U)	595.00	+ 595.00
30101	Furnish & Pl. Rock Backfill	(U)	5,000.00	+ 5,000.00
30301	Rev. Loop Detectors	(U)	- 810.12	- 810.12
30401	Furnish & Pl. Mat'l. from Source "B"	(U)	43,700.00	+43,700.00
30501	Chg. Sewer Pipe Coating	(U)	1,913.76	+ 1,913.76
30601	Emb. Fd. Excavation	(U)	11,000.00	+11,000.00
30701	Borrow Excavation	(U)	12,250.00	+12,250.00
	Slide Correction	(A)	5,000.00	-------
	Perm. Pavement Striping	(A)	3,000.00	-------
	Temp. Erosion Control	(A)	0.00	- 2,500.00
	Furn. Mail Box Posts	(A)	0.00	- 200.00
	State Resp. Damages	(A)	1,000.00	------
	P P & L	(A)	0.00	- 6,500.00
	City of Coos Bay	(A)	250.00	-------
	Jute Slope Stablization	(A)	1,000.00	--------
	Sub Total		118,200.44	

Anticipated =	37,617.00	)
		(118,200.44
Unanticipated =	80,583.44	)
		(124,474.44
Future Contingencies = (4-1/2% of 60% of the new estimated cost - Job is considered 40% completed)	43,891.00	)

7867

STATE COPY

OSHD
Region
Wash DC

12-12-73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropiate box) ☒ CONTACT ☐ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Coos	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
12/12/73	T.P. Lowe, Area Engr & G.K. Hossner, District Engr	S-568(2)

IN COMPANY WITH
W. A. Tison, Resident Engineer, OSHD

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	63 %	45 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

RECEIVED
JAN 08 1974
REGIONAL OFFICE

JAN 10 1974
Office of Assistant State Highway Engineer

CAPE ARGO HIGHWAY-WOODLAND DRIVE SECTION
EMPIRE-COOS BAY
Grading, Paving and Traffic Signals

1. Scope of Inspection:

This inspection was made to review the project prior to winter shutdown and to familiarize Mr. Hossner with the project.

2. Contract Time:

The above percentage of time elapsed does not reflect the amount of time extension that will probably be allowed due to the labor dispute during the last construction season. The Resident Engineer advises that taken into account the lost time due to the labor dispute, the contractor should have no trouble completing the job within the allotted time.

NOTED
A.E. JOHNSON

To Coulter

NOTED
H.S. COULTER

3. Summary of Findings and Recommendations:

Due to the labor dispute this last summer and excessive moisture in the fall this project did not progress to the point where the new alignment could be used by traffic during the winter. About 75% of the grading has been completed however none of the new surfacing is finished. Therefore the traffic is using the existing roadway and small paved detours interconnecting existing segments of the road throughout the length of the project.

About 70% of the drainage work has been completed and it is anticipated that the contractor will complete the grading and paving sometime next summer with an estimated completion date of October 1974.

The contract has not yet been placed on winter suspension because there are several areas of minor work concerning grading and primarily drainage that need to be corrected before the State will accept the job for maintenance during the winter.

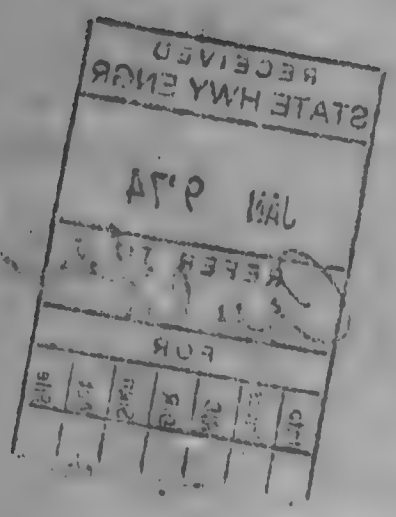
An existing house owned by Mr. Eichler south of the roadway, approximately Station 13, is very close to the right of way line. The grade in this area is approximately 4 feet below the existing grade. The State is presently considering a combination of concrete steps and concrete retaining wall in

(more)

order to fit the section within the right of way. The approach to the garage will be extremely steep in any event.

Our Right of Way Section advises the owner, Mr. Eichler, received $800 damages based on the area of property purchased for right of way. Apparently little consideration was given to increased noise and value lost due to elimination of the front yard.

It appears to me that if Mr. Eichler is agreeable that the State should consider taking the house as a right of way purchase even at this late date rather than go to the expense (approximately $3,000) of putting in the retaining wall and leaving the house immediately adjacent to the roadway.



7867

FORM E-20 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 6, 1973

To: J. B. Boyd
Right-of-Way Engineer

SUBJECT: Request for additional Right-of-Way
Cape Arago Highway - Woodland Drive
Empire-Coos Bay Highway
Contract No. 7867

FROM: C. T. Keasey
Construction Engineer

Attached is correspondence from Region 3, a sketch map and cross-sections showing a strip of additional right-of-way which is needed to accommodate a minimum cut slope from Station 59 to 62 plus 80. This involves the addition of up to an additional 25 feet of width adjacent to the Olympia Warehouse across the G & K Clarno property. This is needed to try to secure a stable slope above what will be a new sidewalk area. Please proceed with the necessary steps toward acquisition.

CTK:JAB:lb

Attachment

cc: H. S. Coulter
J. X. Wilson

RECEIVED
NOV 6 1973
Assistant State Highway Engineer

NOTED
H.S. COULTER

7862

S

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

October 29, 1973

Coos Bay-North Bend Water Board
Box 539
Coos Bay, OR 97420

Mr. C. W. Hackard, Manager

Water Service Adjustment
Cape Arago Hwy.-Woodland Dr. Sec.
Empire-Coos Bay Highway
Coos County

Dear Sir:

Your estimate, dated October 16, 1973, for the adjustment of your facilities on this project has been approved by the State. This will confirm our verbal authorization to proceed with the work as of October 16, 1973.

Reimbursement for the work performed on and subsequent to October 16, 1973, will be made subject to the provisions of FPM 30-4 upon receipt of your final billing. This bill must follow as closely as possible the order of items set forth in your estimate.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:jly

bc: H. S. Coulter
V. L. Gallagher w/att.
V. E. Skoog "
A. Shirley, Jr. "
W. A. Tison "
B. E. Brown "
M. G. Havig "

NOTED
H.S. COULTER

7867

S

...D (Coulter)

FROM: (Name and Office)
Wash DC
C. Hoefler

6-26-73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropriate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

eh

REGION NO.	REPORT NO.	COUNTY Coos	DIVISION Oregon
DATE OF INSPECTION 6/20/73	INSPECTION MADE BY W. H. Kappus, Ass't Area Engineer		PROJECT NO. S-568(2)
IN COMPANY WITH W. A. Tilson, OSHD Resident Engineer			
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED a. 28.4* % b. 14.2	WORK COMPLETED a. 16.0* % b. 17.8

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
*For week ending June 23, 1973.
(*Not applicable for all Contacts.)

EMPIRE-COOS BAY
CAPE ARGO HIGHWAY-WOODLAND DRIVE SECTION
Grading and Small Drainage Stage Inspection

1. Scope of Inspection

This inspection was limited to a review of the project records and brief visit to the project site. Observation of grading and small drainage installation operations was not possible due to a project shut-down. The project shut-down (11:00 AM, June 14, 1973) resulted from a strike by the Operating Engineers Union.

2. Summary of Findings and Recommendations

7-13-73 cy Const. Yocum

On the brief visit to the project, the embankment borrow source and a partially completed embankment were viewed. Several areas where perforated drainage pipe had been installed were also viewed. The Resident Engineer estimated that the contract quantity for perforated pipe will overrun approximately 100%. The soft wet condition of some of the areas was more extensive than was originally anticipated.

Project records reviewed and discussed included records dealing with the measurement of pay quantities, compaction testing, their frequency, location, methods used, results, and sampling and testing.

Several moisture-density compaction curves have been plotted for the borrow material thus far utilized. The need for several more is anticipated by the Resident Engineer due to the continuously changing character of the source material. Optimum moisture content which has been running 40 to 50% has been maintained without the addition of water. Procedures employed when a compaction test fails were also discussed with the Resident Engineer.

It appears that the grading and drainage phase of the work is being done in substantial conformance with the plans and specifications and no follow up inspection is considered necessary. All construction signing was also inspected and found in compliance.

	Info	FOR	REFER TO	RECEIVED STATE HWY ENGR
	Inves			
	R/D			JUL 12 '73
	D/R			
	Sign			
	Rel			
	File			

NOTED
U.S. COULTER

REPLACES PR 30A 2-65, WHICH WILL NOT BE USED.

78167

FORM FHWA-338 (REV. 3-68) OSHD (Coulter) 6-26-73

Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropriate box) Coulter ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION ch

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Coos	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
6/26/73	W. H. Kappus, Ass't Area Engineer	S-568(2)

IN COMPANY WITH
W. A. Tison, OSHD Resident Engineer

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED *	WORK COMPLETED *
Satisfactory	Satisfactory	a. 28.4 b. 14.2	a. 16.0 % b. 17.8

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN.

(*Not applicable for all Contacts.)

*For the week ending June 23, 1973.

COPY SENT
JUL 12 1973
REGIONAL OFFICE

EMPIRE-COOS BAY
CAPE ARGO HIGHWAY-WOODLAND DRIVE SECTION
On-The-Job Training Stage Inspection

1. Scope of Inspection

This inspection included a review of the project records pertaining to the On-The-Job Training Program and a discussion with Mr. W. A. Tison, Resident Engineer.

2. Summary of Findings and Recommendations

Under this contract, on-the-job training aimed at developing full journeymen in the type of trade involved is to be provided to three "trainees". The contractor employed two Teamster trainees and one Class I Laborer trainee. The two Teamster trainees left the project shortly after starting however the Class I Laborer is still working. The Resident Engineer advised that the contractor is recruiting in an effort to fill the two vacated positions.

1-13-73 cy to Mgmt

The project records were reviewed and found to contain copies of the approved training programs and the contractor's quarterly reports. Also in the files were copies of the certificates of training issued by the contractor to each of the Teamster trainees who left the project showing the type and length of training each had satisfactorily completed.

In an effort to properly monitor this program, OSHD inspectors are noting the daily activities of the trainees in their diarys. These entries along with the contractor's payroll are cross checked with the approved training program to ensure that the correct training is being provided. With only three trainees on the project this procedure has worked quite well. However, on a large project with several trainees this method of monitoring would require considerable time and effort, prove to be very costly and most likely become an almost impossible task.

(more)

NOTED
H.S.COULTER

REPLACES PR 33A 3-68, WHICH WILL NOT BE USED.

I offer the following recommendations:

1. That a simplified uniform system of monitoring training program compliance be adopted for Statewide use.

2. That the monitoring system provide for a random check of the trainees activities in lieu of 100% observation.

RECEIVED
STATE HWY ENGR
JUL 12 '73
REFER TO
FOR

OREGON STATE HIGHWAY DIVISION

7867

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 20, 1973

Fred H. Slate Company
7805 S.W. 40th Avenue
P.O. Box 19238
Portland, OR 97219

Attn: Eltea D. Slate
EEO Officer

Re: Cape Arago Hwy.-Woodland Dr. Section
F.A. Proj. No. US-369(2)
Contract No. 7867
On-The-Job Training

Gentlemen:

This is to notify you of the approval of the training program proposed by your subcontractor, Johnson Rock Products, for the Laborer trainee.

The State will participate in your training costs for the three trainees on this project as specified in the contract. You are reminded that a copy of the approved individual training program is to be furnished each trainee.

We would like to inform you of the Supportive Services that are available to you at no cost. These services are to aid you in obtaining trainees, primarily from minority groups, for on-the-job training and to provide for counseling, coaching, registration with unions and other assistance to trainees to ensure their retention once they are placed in an on-the-job training program.

Several minorities have been registered with the Laborers, Teamsters and Operating Engineer Unions as trainees. Others are in the process of being trained.

This assistance may be arranged for by contacting -

Associated General Contractors
1008 N.E. Multnomah Street
Portland, OR 97232, Telephone 288-5521
Ronald Anderson, Director of Manpower & Training, or
Bob Rogers, Assistant Director of Manpower & Training

NOTED
R. S. BOULTER

RECEIVED
APR 20 1973
Office of
Assistant State Highway Engineer

Urban League of Portland
Roadbuilders Service Program
5329 N.E. Union Ave., Room 208
Portland, OR 97212, Telephone 288-4269
George Rankins, Field Representative

This service is available to all contractors and not limited to members of A.G.C. only.

Very truly yours,

C. T. Keasey

By J. L. Wilkins

for M. D. Glenn
Construction EEO Engineer

MDG:fr

bc: H. S. Coulter
Gene Huntley
J. H. Versteeg (w/att.)
William Tison "

5c
4-17-73

78607

April 19, 1973

City of Coos Bay
City Council
City Hall
P. O. Box 1118
Coos Bay, Oregon 97420

Attention: Mr. R. L. Kahanek
City Manager

MISC. CONTRACTS and
AGREEMENTS No. 3230

7867

Gentlemen:

Attached for your records is a fully executed copy of a letter-form supplemental agreement regarding deferred payment schedule on Cape Arago Highway-Woodland Drive Section of Coos Bay-Empire Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

de
Att.

bc H. S. Cox
Attn: D. N. Harwell
(Agree. att.)

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 6, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Supplemental Agreement with Coos Bay
Coos Bay-Empire Highway

AGENDA
5c

On the agenda for the April 17 meeting will be a letter-form supplemental agreement with the City of Coos Bay covering a deferred payment schedule on a cooperative finance-construction project.

In December 1966, the State and City entered into an agreement for a jointly financed construction project on the Cape Arago Highway-Woodland Drive Section of the Coos Bay-Empire Highway, to be on a 25% City, 75% State cost basis.

Bids for the project (estimated to cost $1,925,400) were received on March 8, 1973. The City's estimated share is $481,355.

This supplemental agreement will allow the City to pay its portion of the cost by making an initial $75,000 deposit on or before June 1, 1973, and five additional $75,000 payments by June 1 of the subsequent years 1974 through 1978. Final payment adjustment is to be on the basis of itemized statements of actual cost and is due in 1979.

I recommend your approval of the agreement and request authorization for the Secretary to sign it for and on your behalf.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. H. Young
V. E. Skoog
H. S. Cox
J. H. Versteeg
Gary Sund

DNH:mm dpy

(A)
2 COPIES TO BE SIGNED

By Secretary.

5c

5e

12-12-72

7867

December 14, 1972

City of Coos Bay
City Hall
Coos Bay, Oregon 97420

Attention: Harold A. Leedom
City Manager

MISC. CONTRACTS & AGREEMENTS No. 3230

Gentlemen:

Attached for your records is a fully executed copy of a letter form agreement covering a deferred payment schedule on Cape Arago Highway-Woodland Drive Section of Coos Bay-Empire Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

G. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(conf. agree. att.)

78167

FORM PR-33A (REV. 3-68) OSMD (Johnson) Region Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

4-18-23

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-In-Depth

ch

Region No.	Report No.	County	Division
10	1	Coos	Oregon
Date of Inspection	**Inspection Made By**		**Project No.**
4/18/73	T. P. Lowe, Area Engineer		US-568(2)

In Company With: William Tyson, Resident Engineer

Location: The project is located in Coos Bay, Oregon

CONSENT

MAY 02 1973

REGIONAL OFFICE

5-10-73 Contractor Cy Yes

Contractor Name and Address: Fred H. Slate Co., Portland, Oregon

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
3/30/73	$1,405,367.50	a. 225 CD b. 450 CD	4/11/73	3/22/73
Quality of Work	**Progress of Work**	**Time Elapsed**	**Work Completed**	
Satisfactory	Satisfactory	a. 4 b. 4 %	a. 2% b. 1%	

Roadbed (Width): . (Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	THICKNESS CENTER (Inches)	WIDTH (Feet)
Cit. Conc.	6203	2.033	7.5	7.5	66

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

FOR		REFER TO		RECEIVED STATE HWY ENGR
☐ Info	☐ D/R		MAY 10 '73	
☐ Inves	☐ Sign			
☐ I/D	☐ Act			
	☐ File			

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

EMPIRE-COOS BAY
CAPE ARGO HIGHWAY-WOODLAND DRIVE SECTION

1. Scope of Inspection

This was a brief contact inspection to review the contractor's operation and discuss anticipated problem areas.

2. Summary of Findings

The contractor was clearing and grubbing at several locations throughout the project. The soil is still too damp to permit an efficient grading operation. At several locations the contractor had performed some excavation to facilitate utility relocations. Excavation had been placed in a fill area about Sta 65; however, the material was too wet to compact and will have to be rehandled in order to properly construct the embankment.

The required labor and EEO posters were up at the contractor's field office on the work site.

NOTED
H.S.COULTER

REPLACES PR-33A(1) REV. 3-64, WHICH WILL NOT BE USED.

FORM E-80-X 12-67

7867

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 18, 1973

SUBJECT:

To: J. H. Versteeg
Region Engineer
P.O. Box 1128
Roseburg, OR 97470

Consent is given to the proposed subcontract between Fred H. Slate Company and Coral Corporation covering all of bid items 44, 45 and 46 on the Cape Arago Highway-Woodland Drive Contract No. 7867, Oregon US-568(2).

Two copies of the subcontract are returned herewith.

C. T. Keasey
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:fr

Attach.

cc: Federal Higirway Administration
Files

Note: One previous subcontract for $463,315.00. This one $23,345.00, for a total of $486,660.00, or 34.629%.

OREGON STATE
HIGHWAY DIVISION

7867

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 16, 1973

Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration
P.O. Box 300
Salem, OR 97308

Re: Cape Arago Highway-Woodland Drive
F.A. Proj. No. US-568(2)
Contract No. 7867
On-The-Job Training

Dear Sir:

Attached for your review are four copies of Johnson Rock Products' proposed training program.

The Laborer trainee program is as detailed.

Your approval of the Laborer training program is requested.

Very truly yours,

C. T. Keasey
Construction Engineer

By M. D. Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr
Attachments

bc: H. S. Coulter
Gene Huntley

RECEIVED
APR 16 1973

5

Form FHWA-121 (

UNITED STATES GOVERNMENT

Memorandum

7867

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 16, 1973

In reply refer to: 10-35-DA/
961

FROM : Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project US-568(2)
Cape Arago Highway-Woodland Drive
Contract No. 7867
On-the-Job Training

Your April 16, 1973 letter submitted training for one trainee on this project. The proposed training program for the Laborer meets the requirements of the training special provisions under FHWA Order Interim 7-2(2) and is approved.

RECEIVED
STATE HWY ENGR
APR 18 '73
REFER TO
Coulter
FOR
Info | Invest | R/D | C/R | Sign | Act | File

Only

NOTED
A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 817-344

7867

April 5, 1973

Hall-Hand-Hand-Yost Company
412 Failing Building
Portland, Oregon 97204

Gentlemen:

On Contract No. 7867 for $1,405,367.50 awarded to Fred H. Sloan Company, the State Insurance Department has notified us that they cannot approve Malcolm W. Hand signing as Attorney-in-Fact for Great American Insurance Company as his Power of Attorney is limited to $500,000.

You may increase the Power of Attorney for Malcolm W. Hand by proper filing with the Insurance Department, 158 N. E. 13th Avenue, Salem, Oregon 97310.

If that is not feasible, please have someone sign who has proper authorization and return the two copies of this contract to our office.

Very truly yours,

C. W. Hand, Secretary
OREGON STATE HIGHWAY COMMISSION

By
E. H. Graham, Assistant Secretary

bc

cc Great American Insurance Company
Pacific NW Regional Office
2020 Block Avenue
Seattle, Washington 98121

Fred H. Sloan Company
P. O. Box 19218
Portland, Oregon 97219

bc C. T. Kenney
Walt Hart
J. H. Verstoeg
Wm. Tiscn

INSURANCE DIVISION
Department of Commerce

BOND DISAPPROVED:

There is no power of attorney filed with this Division naming Malcolm Reid as attorney-in-fact for Great American Ins. Company.

In order for this Division to approve a signature on a bond, a power of attorney in behalf of the individual must be filed by the company, together with a $5.00 filing fee.

Power of attorney limits Mr. Reid to $ 500,000.00.

Ms. Pat Payton
Supervisor, Company Section

By: D. Wilkerson Date 4/4/73

OREGON STATE HIGHWAY DIVISION

7867

HIGHWAY BUILDING • SALEM, OREGON • 97310

National Urban League
5329 N.E. Union Room 208
Portland, OR 97212

April 2, 1973

Attention: George Rankins,
Field Representative

Re: On-The-Job Training
Order Interim 7-2(3)
Oregon State Highway Division

Gentlemen:

The following contractors were awarded contracts containing the On-The-Job Training Provisions under FHWA Order Interim 7-2(3) during the months of February and March:

Contractor's Name & Address	Project Name	Contract No.	No. Trainees
R. L. Coats 1270 Trenton Avenue Bend, OR 97701	Terrebonne-Bend	7862	4
Gordon H. Ball, Inc. P.O. Box 897 Renton, WA 98055	Woodburn Interchange- Hayesville Interchange	7866	15
Fred H. Slate Company 7805 S.W. 40th Avenue Portland, OR 97219	Cape Arago Highway- Woodland Drive Section	7867	3

Very truly yours,

C. T. Keasey
Construction Engineer

By M. D. Glenn

M. D. Glenn
Construction EEO Engineer

RECEIVED
APR 2 1973
Office of
Assistant State Highway Engineer

MDG:fr

bc: Vernon V. Cusack
H. S. Coulter
Gene Huntley

OREGON STATE HIGHWAY DIVISION

7867

HIGHWAY BUILDING • SALEM, OREGON • 97310

Fred H. Slate Company
7805 S.W. 40th Avenue
P.O. Box 19238
Portland, OR 97219

April 2, 1973

Attn: Elton D. Slate
EEO Officer

Re: Cape Arago Hwy.-Woodland Dr. Section
F.A. Proj. No. US-569(2)
Contract No. 7867
On-The-Job Training

Gentlemen:

The training program submitted by your subcontractor, Johnson Rock Products, is unacceptable as submitted.

The special training provisions indicate that a training program will be approved if it is designed to, "Qualify the average trainee for journeyman status in the classification concerned by the end of the training period."

The program as submitted provides training primarily in flagging of traffic. Your subcontract indicates Johnson Rock Products will be performing several kinds of work which will require various other Laborer skills. Please list each specific phase of work and the number of hours of proposed training. The overall length of the program should reflect the intent of the special provisions as stated above.

We are returning Johnson Rock Products' training program for additional information. Please submit this information by April 20, 1973. If you have any questions on this matter, please feel free to call us.

Very truly yours,

C. T. Keasey
Construction Engineer

By M. D. Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr
Enclosure

bc: H. S. Coulter
Gene Huntley
J. H. Versteeg
William Tison

RECEIVED
APR 2 1973
Office of
Assistant State Highway Engineer

5

7867

April 2, 1973

TO V. V. Cusack, Acting Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
L. H. YOUNG

FROM L. H. Young
Office Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of March 13, 1973 is requested in the award of contract for the Cape Arago Highway-Woodland Dr. Section, Project No. HR-365(2).

The contractor receiving the award is Fred H. Slate Co., in the amount of $1,405,367.50, with Contract No. 7867 assigned. This bid was received on March 8, 1973 and awarded on March 30, 1973.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration endorsement

Date _____
I concur in the award.

V. V. Cusack
Acting Division Engineer

DAR:pr

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

2-2-73

7867 LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
US 568(2)

STATE PROJECT NO.
CAPE ARAGO HIGHWAY - WOODLAND DRIVE SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
Coos

ITEM NO.
U-168

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
FEB 6 '73

REFER TO
Quig to Young
2-9-73
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
JANUARY 31, 1973	JANUARY 31, 1973	FEDERAL AID SECONDARY #246	EMPIRE COOS BAY #243

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK: AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $9,600; PERMANENT PAVEMENT STRIPING $3,000; STAGE CONSTRUCTION STRIPING $2,000; ON THE JOB TRAINEES $2,400 AND TEMPORARY EROSION CONTROL IN AMOUNT OF $2,500 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [X] OTHER (Specify)
  - CONTRACTOR'S FLAGGING $9,600
  - PERMANENT PAVEMENT STRIPING $3,000
  - STAGE CONSTRUCTION STRIPING $2,000
  - ON THE JOB TRAINEES $2,400
  - TEMPORARY EROSION CONTROL $2,500

- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- [X] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S JANUARY 29, 1973 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

THE OREGON 1973 SPECIFICATIONS FOR ASPHALT MATERIAL IS APPROVED FOR USE ON THIS PROJECT.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

A. E. JOHNSON

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-2-73	Lyman F. Quig	DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

CON 7-1
Coos Bay
Hp.

January 29, 1973

TO: G. L. Gruen, Division Engineer
Federal Highway Administration

FROM: L. R. Young
Office Engineer

SUBJECT: P.E. & R. Authorization Request
Coos Bay Hwy.-Woodland Dr. Section
Oregon Project No. HE-350(2)

P.E. & R. documents have been submitted to your department for the subject project and, accordingly, we are requesting your authorization to advertise for bids to be received on February 22, 1973.

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning project selection, the plans conform to IM 20-1-67 pertaining to final plats data, the proposal contains a certification conforming to IM 23-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 65-2-69.

In compliance with paragraph 7i of PPM 21-12, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with paragraph 7k of PPM 21-12, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding this project.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status report previously submitted.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. This statement is supported by previously submitted utility-railroad status report.

In compliance with FHWA Division's memorandum of November 15, 1972, the "Negative Declaration" submitted to the FHWA on December 27, 1972 and concurred in on January 16, 1973, covers the requirements of paragraph 4a of IM 20-4-72.

DAR:pr

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7867

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

RECEIVED
STATE HWY ENGR
FEB 1 '73
REFER TO
FOR
Info | Ives | R/D | D/R | Chan | Act | File

February 1, 1973

NOTED
A. E. JOHNSON

Pacific Power & Light Company
General Telephone Company
Coos Bay-North Bend Water Board
Bonneville Power Administration
City of Coos Bay
Bay T. V. Company

RE: Construction Plans
Cape Arago Hwy-Woodland Dr. Sec.
Empire-Coos Bay Highway
Coos County

Gentlemen:

Herewith are construction plans for use in the adjustment and/or protection of your facilities on the above-captioned project.

Bids for this project will be received by the Oregon State Highway Commission on February 22, 1973.

Our Resident Engineer for this project will be Mr. William Tison, 1198 Airport Way, North Bend 97459, telephone 756-5424. The Regional Utility Engineer is Mr. M. G. Havig, 1523 SE Cobb Street, P.O. Box 1128, Roseburg 97470, telephone 672-6541 ext. 241.

Very truly yours,

R M Felton

(For) T. W. Litchfield
Railroad and Utility Engineer

RMF:jly
Enclosure

bc: ~~F. B.~~ Klaboe
J. H. Versteeg
W. A. Tison
M. G. Havig

RECEIVED
STATE HWY ENGR
FEB 6 '73
REFER TO
FOR
Info | Ives | R/D | D/R | Chan | Act | File

NOTED
F. B. KLABOE

bc C. T. Keasey
Walt Ho
L. H. Young
Attn: Vince Gallagher
J. H. Versteeg
William Tison
Don Trout
William Geibel (SAIF)

7867

March 30, 1973

Fred H. Slate Company
P. O. Box 19238
Portland, Oregon 97219

Gentlemen:

The State Highway Commission on March 16, 1973, accepted your proposal for work on the Cape Arago Highway-Woodland Drive Section of the Empire-Coos Bay Highway in Coos County in the amount of $1,405,367.50 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the City of Coos Bay and the Federal Highway Administration is received.

Approvals were received and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7867.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped Advance Copy to be Retained by Contractor is furnished for your information pending receipt of a fully executed copy.

You are reminded of the requirements included in the EEO Special Provisions for On-The-Job Training. The fourth paragraph of the Special Provision requires that you must receive approval of . . . .the number of trainees to be trained in each selected classification . . . . before you can commence construction. This may be accomplished at the pre-construction conference but no work can be started until this matter is resolved.

The calendar day counts on this contract will begin April 11, 1973.

Very truly yours,

G. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. M. Graham, Assistant Secretary

bc
Enclosures

bc Pacific Builder & Engr., Inc. Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn. & Portland OR

7867

City of Coos Bay
City Council
City Hall
P. O. Box 1118
Coos Bay, Oregon 97420

March 27, 1973

Attention: Mr. R. L. Kahanek
City Manager

Gentlemen:

Financial Arrangements
Cooperative Construction-Finance Agreement
Coos Bay-Empire Highway-Woodland Drive Section
Coos Bay-Empire Highway No. 243

Reference is made to the letter-form agreement of September 25, 1972, and your most recent letter of March 13, 1973, regarding your financial obligations for the pending Ocean Boulevard project. To accommodate the City in this venture, the State will revise the City payment schedule.

Pursuant to the agreement of December 19, 1966, various amendments and supplements shall remain in full force and effect and apply with like force and effect, except that the payment schedule shall be revised on the basis of a current estimated cost of $1,935,420, with City's portion estimated to be approximately $481,255, including right-of-way and construction. City's deposit shall be made to State in the following manner:

1. An initial deposit of $75,000 to be due and payable on or before June 1, 1973.

2. Five additional payments of $75,000 each to be due and payable on or before June 1 of the years 1974, 1975, 1976, 1977, and 1978. The final payment in 1979 shall be subject to adjustment based on final itemized statement of actual costs incurred on the project.

ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

If the foregoing is agreeable to the City and the obligation of payment schedule can be met, please authorize signature of this agreement by the appropriate City officials and return three signed copies to this office for presentation to the Highway Commission for their consideration. When approved by the Commission, a copy will be returned for your records.

If the City cannot meet the requirements of the payment schedule, the appropriate amount shall be withheld from State gas tax receipts. In no event shall payments due from the City be considered a general debt of the City. The credit of the City is not available for payment of the sums specified. The Highway Commission shall look only to future gas tax receipts payable to the City for payment of all sums due to the State as specified above. The City may, however, pay portions of the total contribution required above from other funds available to the City.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
State Highway Engineer

CITY OF COOS BAY, by and through its City Officials

Date_____

By_____

By_____

_____
C. W. Read, Secretary

Date_____
Approved by State Highway Commission

cc A. E. Johnson
E. S. Hunter
R. L. Schroeder
J. H. Versteeg

[redacted]

bc: H. S. Cox

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

7867

March 27, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: L. H. Young
Office Engineer

Re: Cape Arago Hwy-Woodland Dr.
Section
F.A. Proj. No. [illegible]-2(2)
Contract No. 7867

Gentlemen:

In accordance with the provisions of Section 103.2 Fred H. Slate Co. agrees to a fifteen (15) day extension of the award time limit on the above project.

Yours very truly

James H. Leinbach
Partner

JHL:sm

NOTED
E. B. HUNTER

RECEIVED
MAR 28 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
MAR 28 1973
OFFICE ENGINEERING SECTION

cc Hunter
Kinsey
Head
Upstate
Nelson

3-28-73

NOTED
H. S. COULTER

RECEIVED
MAR 23 1973
Office of

OREGON STATE HIGHWAY DIVISION

7867

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 22, 1973

Fred H. Slate Company
7805 S.W. 40th Avenue
P.O. Box 19238
Portland, OR 97219

Attn: Elton D. Slate
EEO Officer

Re: Cape Arago Hwy.-Woodland Dr. Section
F.A. Proj. No. US-569(2)
Contract No. 7867
On-The-Job Training

Gentlemen:

This is to notify you of the approval of the training you propose to furnish the Teamster and one Laborer on this project.

The Laborer training program to be submitted by your subcontractor, Johnson Rock Products, will be sent to the Federal Highway Administration for approval upon receipt.

The State will not participate in your training costs until all the training programs required on this project are approved.

I would like to inform you of the Supportive Services that are available to you at no cost. These services are to aid you in obtaining trainees, primarily from minority groups, for on-the-job training and to provide for counseling, coaching, registration with unions and other assistance to trainees to ensure their retention once they are placed in an on-the-job training program.

Several minorities have been registered with the Laborers, Teamsters and Operating Engineer Unions as trainees. Others are in the process of being trained.

This assistance may be arranged for by contacting -

Associated General Contractors
1006 N.E. Multnomah Street
Portland, Oregon Telephone 288-5521
Ronald Anderson, Director of Manpower & Training, or
Bob Rogers, Assistant Director of Manpower & Training

Urban League of Portland
Roadbuilders Service Program
5329 N.E. Union Ave., Room 208
Portland, Oregon Telephone 288-4269
George Rankins, Field Representative

This service is available to all contractors and not limited to members of A.G.C. only.

Very truly yours,

C. T. Keasey
Construction Engineer

By

M. D. Glenn
Construction EEO Engineer

MDG:fr

bc: H. S. Coulter
Gene Huntley
J. H. Versteeg (w/att.)
William Tison "

Coos Bay
Coop Const

cc: R. L. Schroeder
J. H. Versteeg
LH Young

FORM H-20 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 19, 1973

To: Mr. F. B. Klaboe
State Highway Engineer

BUILDING

SUBJECT: Coop. Const.-Finance Project
Cape Arago Hwy-Woodland Drive Section
Empire-Coos Bay Hwy #243
City of Coos Bay

Attached is correspondence regarding a City of Coos Bay-State cooperative finance construction project on subject section.

The agreements were based on an estimated cost of approximately $1,500,000 with City to pay 25%, estimated to be $375,000. The City's ability to pay is on the basis of an extended payment schedule of $75,000 per year beginning June 1, 1973, with four subsequent annual payments.

The City (see letter of March 15) appears agreeable to the project; however, concern is expressed over the possible $181,335 final payment.

In view of the foregoing, it appears we have a couple or three alternatives; i.e., cancel the project; give the City some additional time of approximately 3 years; or proceed with payments as scheduled and upon completion of project and itemization of actual total costs, make adjustments or renegotiate.

NOTE

Please review the attached and determine what course of action you desire.

We have approximately 3 weeks until the 30 days have elapsed to award contract to the apparent low bidder, Fred H. Slate Co., of Portland.

RECEIVED
STATE HWY ENGR
MAR 19 73
REFER TO
FOR
Info | Invest | R/D | O/R | Sign | Act | File

H. S. Cox
County and City Engineer

By D. N. Harwell

D. N. Harwell
Assistant Engineer

DNH:mm
Att.

RECEIVED
COUNTY & CITY SECTION
MAR 21 1973
ENGR. COOR. LE AE LE
UPE CE RE RPE

Don, Please work up and request Jr. Engineer an extension of time to June 1, 1973 Dick

3-21-73 Called City (Kahanek) how it'd take to Council (26th) & recommend go with extension of $75,000 year till pay off 6 - He will call on Tues. 27th Don H.

Coos Bay
Hwy 241
Coos Co.
(12/12/72 agree)

CITY OF COOS BAY

P. O. BOX 1118
COOS BAY, OREGON 97420

March 15, 1973

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RECEIVED
COUNTY & CITY SECTION
MAR 16 1973
ENGR. COOR. OPE CE ME OPE

Dear Mr. Cox:

Thank you for so promptly forwarding information relating to the construction of the Cape Arago Highway within the Coos Bay area. I am sure resident and visitor alike will benefit from the undertaking of this $1,925,419 project.

Although I am not desirous of quibbling over trifles, may I respectfully call your attention to a letter dated September 25, 1972, from F. B. Klaboe, Deputy State Highway Engineer, and approved by the State Highway Commission on December 12, 1972, which outlines the City's financial arrangement on this construction project. As you will notice, the agreement including right-of-way and construction sets the City's portion at $375,000. Your present assessment of the City's 25 per cent proportional share of $481,355 is obviously more than 22 per cent of the previously agreed upon figure. The City-State agreement outlines four payments of $75,000 each with the final payment in 1977 to be subject to any adjustment in costs incurred on the project. This obviously means a final payment of $181,355.

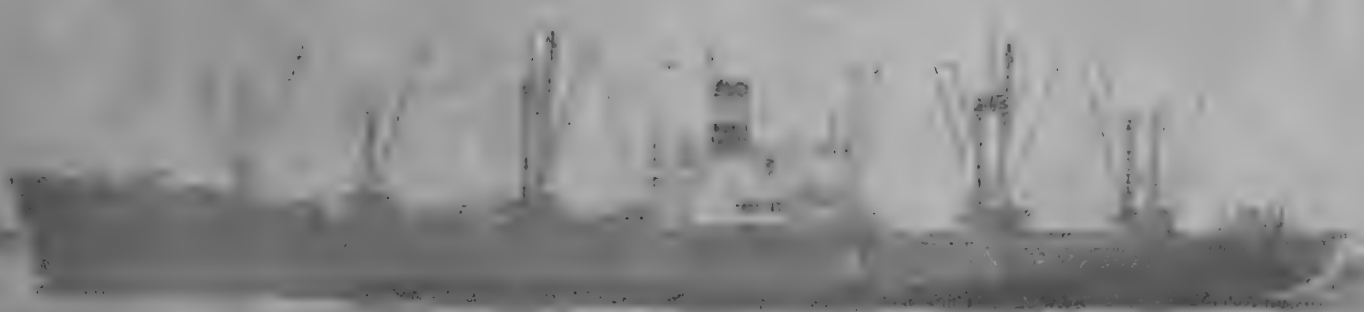
A review of this matter will be most appreciated.

Sincerely,

Richard L. Kahanek

Richard L. Kahanek
City Manager

copy to L.H Young



City With A Future

bc. F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. H. Young
C. T. Keasey
V. E. Skoog
J. H. Versteeg
W. A. Tison

5

OREGON STATE
HIGHWAY DIVISION

7867

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 9, 1973

Mr. Richard L. Kahanek
City Manager
City Hall
Coos Bay, Oregon 97420

Dear Mr. Kahanek:

On Thursday, March 8, 1973, bids were opened on the Cape Arago Highway-Woodland Drive Section of the Empire-Coos Bay Highway. An acceptable low bid was submitted by Fred H. Slate Co., Portland, Oregon. The total estimated cost of the project based upon the low bid is as follows:

Contract bid items (see attachment)		$1,405,367.50
Anticipated additional items		39,450.00
	Total	$1,444,817.50
Contingencies (4½%)		65,016.79
Engineering (8%)		115,585.40
Total Construction Costs		$1,625,419.69
Estimated right-of-way costs		300,000.00
TOTAL ESTIMATED PROJECT COSTS		$1,925,419.69

As per the project agreements, the City of Coos Bay is to pay 25% of the project costs ($481,355), with the initial payment of $75,000 due on or before June 1, 1973. Additional payments of $75,000 each are due on or before June 1 of following years.

Your concurrence in the award of the contract is requested at this time.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

RECEIVED
STATE HWY ENGR
MAR 12 '73
REFER TO
FOR
Date | Issue | w/D | Dft | Sign | Act | File

HJ:mm
Att.

A. E. JOHNSON

Co. Ctg.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Mr. Harold A. Leedom
City Manager
City Hall
P. O. Box 1118
Coos Bay, Oregon 97420

September 25, 1972

Re: Financial Arrangements
Cooperative Construction-
Finance Agreement
Cape Arago Highway-Woodland
Drive Section
Coos Bay-Empire Highway #243

Dear Mr. Leedom:

Reference is made to previous correspondence and your most recent letter of November 23, 1971, regarding your financial obligations for the pending Ocean Boulevard project, along with other recent or proposed City projects. To accommodate the City in this venture, the State will revise the City payment schedule.

Pursuant to the agreement of December 19, 1966, various amendments and supplements shall remain in full force and effect and apply with like force and effect, except that the payment schedule shall be revised accordingly based on a current estimated cost of $1,500,000, with City's portion estimated to be $375,000, including right-of-way and construction. City's deposit shall be made to State in the following manner:

1. An initial deposit of $75,000 to be due and payable on or before June 1, 1973.

2. Four additional payments of $75,000 each to be due and payable on or before June 1 of the years 1974, 1975, 1976 and 1977. The final payment shall be subject to adjustment based on final itemized statement of actual costs incurred on project.

If the foregoing is agreeable to the City and the obligation of payment schedule can be met, please present this agreement to the City officials and return three signed copies to this office

DEC 12 1972

RECEIVED
COUNTY & CITY SECTION
NOV 3 - 1972
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

for presentation to the Highway Commission for their consideration. When approved by the Commission, a copy will be returned for your records.

If the City cannot meet the requirements of the payment schedule, the appropriate amount shall be withheld from State gas tax receipts. In no event shall payments due from the City be considered a general debt of the City. The credit of the City is not available for payment of the sums specified. The Highway Commission shall look only to future gas tax receipts payable to the City for payment of all sums due to the State as specified above. The City may, however, pay portions of the total contribution required above from other funds available to the City.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

CITY OF COOS BAY, by and through its City Officials

Date 10-30-72

By

By George T. Waldon

/s/ C. W. Head
C. W. Head, Secretary

Date 12-12-72
Approved by State Highway Commission

DNH:MCH:ljt

Sheet 2 Rev. 10/4/72

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7867

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: March 19, 1973

In reply refer to: 10-35-DA/
961

FROM : Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

NOTED
H. S. COULTER

SUBJECT: Oregon Project US-568(2)
Cape Arago Highway-Woodland Drive
Contract No. 7867
On-the-Job Training

Your March 16, 1973 letter submitted training for two trainees on this project.

The proposed training programs for the Laborer and Teamster meet the requirements of the training special provisions under FHWA Order Interim 7-2(2) and are approved.

3-21-73 Cometa

NOTED
A. E. JOHNSON

RECEIVED
MAR 21 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAR 20 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

7867

March 16, 1973

Paul E. Wilson Co.
P.O. Box 19238
Portland, Oregon 97219

Gentlemen:

The State Highway Commission on March 16, 1973, accepted your bid in the amount of $1,405,367.50 on the Coos Arago Highway-Woodland Drive Section of the Empire-Coos Bay Highway in Coos County, which was the low bid received for that job on March 8, 1973.

The Commission referred the bid to the Administrator of Highways with authority to award the contract to you as soon as approval of the City of Coos Bay and the Federal Highway Administration is received. When approval has been received, we will let you know.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training". The fourth paragraph of the Special Provision requires that you must receive approval of ".... the number of trainees to be trained in each selected classification ...." before you can commence construction. This may be accomplished at the pre-construction conference but no work can be started until this matter is received.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY [illegible]

fhm
cc C. T. Keeney
L. H. Young
Attn: Vince Gallagher
Walt Hart
James Verstoeg
Wm. Tiesen

OREGON STATE HIGHWAY DIVISION

7867

HIGHWAY BUILDING • SALEM, OREGON • 97310

NOTED

March 16, 1973

Fred H. Slate Company
7805 S.W. 40th Avenue
P.O. Box 19238
Portland, OR 97219

Attn: Elton D. Slate
EEO Officer

Re: Cape Arago Hwy.-Woodland Dr. Section
F.A. Proj. No. US-569(2)
Contract No. 7867
On-The-Job Training

Gentlemen:

This is to confirm my verbal approval of your selection of crafts in which you propose to provide on-the-job training on this project. This approval will permit you to commence work on the project.

At the preconstruction conference held on March 13, 1973, you indicated that you would provide training in the Laborer and Teamster crafts. The on-the-job training programs for the Teamster and one Laborer that you submitted at the preconstruction meeting will be sent to the Federal Highway Administration for approval.

As you indicated, one Laborer training program will be submitted by your subcontractor, Johnson Rock Products. We request that this program be submitted within 30 days. State participation in training costs will not be made until Federal Highway Administration approval of all your programs is received.

Very truly yours,

George M. Baldwin
Administrator of Highways

By J. L. Widmer

J. L. Widmer
Asst. Construction EEO Officer

JLW:fr

bc: H. S. Coulter
Gene Huntley
J. H. Versteeg
William Tison

RECEIVED
MAR 19 1973
Office of
Assistant State Highway Engineer

MEMO OF CALL OR VISIT

TO HARNETT

SECTION | DATE 3/9/73 | TIME A.M. P.M.

NAME, ORGANIZATION OF CALLER

Coos Bay

ACTION

☐ TELEPHONED ☐ VISITED OFFICE ☐ RETURNED YOUR CALL ☐ RADIO'D

☐ REQUESTED YOU CALL HIM AT _____ ☐ _____

☐ WILL VISIT OFFICE AGAIN AT _____ A.M. P.M. ON _____

MESSAGE

SEE ME! RE: Advance Deposits for Cape Arago Hwy Woodland Drive Section Projects. Bids were opened Thursday

SIGNATURE

FORM E-361

R/W

B

285,380 to date

15 ± remaining

$300,000 TOTAL (est.)

As per

M.R. Mitchell

3/14/72 EG

Form [illegible]312X (REV. [illegible]72) OREGON STATE HIGHWAY DIVISION (Sheet 1 of 2 Sheets)

JOB NUMBER 03

Summary of Bids Received and Construction Authorization

Project CAPE ARAGO HIGHWAY-WOODLAND DRIVE SECTION F.A. Project No. US 000002

Highway EMPIRE-COOS BAY HIGHWAY Engineer's Estimate $1,468,273.50

County COOS Date Bids Received 03/06/73

NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
FRED H. BLATE CO PORTLAND 97219	1,405,367.50
BOB ANGELL INC EASTSIDE	1,536,398.00

CONSTRUCTION AUTHORIZATION

Contract amount . . . . . $ 1,405,367.50

Additional anticipated items:

AGGING (STATE SHARE)	1,400.00
IDE CORRECTION	5,000.00
RM PAVEMENT STRIPING	3,000.00
AGE CONSTR STRIPING	2,000.00
MPORARY EROSION CONTROL	2,500.00
RNISH MAIL BOX POSTS	200.00
THE JOB TRAINEES	2,400.00
RESPONSIB DAMAGES	1,000.00
	4,500.00

ENGINEER'S RECOMMENDATION

CONSTRUCTION AUTHORIZATION

Contract amount ..... $ 1,409,367.00

Additional anticipated items:

AGGING (STATE SHARE)	9,600.00 ✓
IDE CORRECTION	5,000.00 ✓
RM PAVEMENT STRIPING	3,000.00 ✓
AGE CONSTR STRIPING	2,000.00 ✓
EMPORARY EROSION CONTROL	2,500.00 ✓
URNISH MAIL BOX POSTS	200.00 ✓
N THE JOB TRAINEES	2,400.00 ✓
T RESPONSIB DAMAGES	1,000.00 ✓
SL	6,300.00 ✓

Subtotal ..... $

Contingencies and engineering .....

Subtotal ..... $

Credit for maintenance rock .....

Net construction authorization ..... $

ENGINEER'S RECOMMENDATION

Deputy State Highway Engineer

State Highway Engineer

Regional Engineer, B.P.R.

(Sheet 2 of 2 Sheets)

Form F 312X (REV. 9-72)

OREGON STATE HIGHWAY DIVISION

JOB NUMBER 102

Summary of Bids Received and Construction Authorization

Project CAPE ARAGO HIGHWAY-WOODLAND DRIVE SECTION

Highway EMPIRE-COOS BAY HIGHWAY

County COOS

F.A. Project No. US 500002

Engineer's Estimate $469,273.50

Date Bids Received 03/06/73

NAME AND ADDRESS OF BIDDER	AMOUNT OF BID

CONSTRUCTION AUTHORIZATION

Contract amount . . . . . $ _____

Additional anticipated items:

GENERAL TELEPHONE	2,000.00 ✓
COOS BAY-NORTH BEND WATER	4,000.00 ✓
CITY OF COOS BAY	250.00 ✓
JUTE SLOPE STABIL (ST FORD	1,000.00 ✓
ADJUST UTILITIES	.00

ENGINEER'S RECOMMENDATION

CONSTRUCTION AUTHORIZATION

Contract amount . . . . . $ _____

Additional anticipated items:

GENERAL TELEPHONE	3,000.00
COOS BAY-NORTH BEND WATER	4,000.00
CITY OF COOS BAY	250.00
JUTE SLOPE STABIL (ST FORD	1,000.00
ADJUST UTILITIES	.00

Subtotal		$ 1,444,817.50
	4-1/2%	65,016.79
Contingencies and engineering	8%	115,585.40
Subtotal		$ 1,625,419.69
Credit for maintenance rock		.00
Net construction authorization		$ 1,625,419.69

ENGINEER'S RECOMMENDATION

Deputy State Highway Engineer

State Highway Engineer

Regional Engineer, B.P.R.

Anticipated Additional Items:		
Flagging (State Share)	9,600.00	
Slide Correction	5,000.00	
Permanent Pavement Striping	3,000.00	
Stage Construction Striping	2,000.00	
Temporary Erosion Control	2,500.00	
Furnish Mail Box Posts	200.00	
On the Job Trainees	2,400.00	
State Responsibility for Damages	1,000.00	
Adjust Utilities:		
PP&L	6,500.00	
General Telephone	2,000.00	
Coos Bay-North Bend Water	4,000.00	
City of Coos Bay	250.00	
Jute Slope Stabilization (State Forces)	1,000.00	
		$ 39,450.00

Coos Bay
Coop Const

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

North Bend, Oregon
March 5, 1973

To: Donald W. Harwell
Assistant Engineer
County and City

SUBJECT: Excavation & Grading Permit
required by City of Coos Bay
Borrow sites-Fitzpatrick and B.P.O.E.
Cape Arago Hwy.-Woodland Drive
Coos County

Attached please find a copy of the excavation permit and a copy of a letter waiving the fee issued by the City of Coos Bay for the borrow sources on the subject project. The application for the permit is on file at Codes Office in the City Hall of Coos Bay. This application defines the locations as being Fitzpatrick & B.P.O.E. properties.

W. A. Tison
W. A. Tison
Resident Engineer

WAT/jm

cc: C. T. Keasey
F. L. Hall
J. E. Verateeg

RECEIVED
COUNTY & CITY SECTION
MAR 6 - 1973
ENGR. ✓ COOR. ✓ OE ✓ AE ✓ UE
RPE ✓ CE ☐ RE ☒ RPE ☐

GP 52479-734

file

CITY OF COOS BAY

P. O. BOX 1118
COOS BAY, OREGON 97420

February 27, 1973

Mr. W. A. Tison
Resident Engineer
Oregon State Highway Division
North Bend, Oregon 97459

Dear Mr. Tison:

At its meeting of February 26, 1973 Council approved your request for the waiving of the fee for an excavation permit as outlined in your letter of February 16, 1973.

Good luck as you go to bid on this vital improvement.

Sincerely,

Richard L. Kahanek

Richard L. Kahanek
City Manager

RECEIVED
FEB 26 1973
W. A. TISON
RES. ENGR.

RECEIVED
COUNTY & CITY SECTION
MAR 6 - 1973
☑ ENGR. ☑ COOR. ☑ CE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

City With A Future

CITY OF COOS BAY

BUILDING PERMIT

ISSUED FOR THIS WORK

DATE 3/15 1923

LOCATION Cor Ocean Blvd + Elrod Ave

OWNER Oregon Electric Power Co

BUILDER Owner

BUILDING OFFICIAL

THIS CARD MUST BE CONSPICUOUSLY POSTED ON THE PREMISES UNTIL COMPLETION AND FINAL INSPECTION MADE.

ELECTRICAL INSPECTION	PLUMBING INSPECTION	1ST INSPECTION FOUNDATION	2ND INSPECTION FRAME	3RD INSPECTION	FINAL

Coos Bay
Coop Const
12/12/72 Agree
& prior

OREGON STATE HIGHWAY DIVISION

North Bend, Oregon
February 16, 1973

RECEIVED
COUNTY & CITY SECTION
FEB 20 1973
CNNR. CNNR. OE OE OE OE
MPE OE OE OE MPE

Mayor Wendell Pynch
Members of City Council
Coos Bay, Oregon

RE: Excavation Permit
Borrow sites-Fitzpatrick or
B. P. O. E.
Cape Arago Hwy-Woodland Drive
Coos County

Gentlemen:

With reference to the Cape Arago Highway-Woodland Drive Section of the Empire-Coos Bay highway it is necessary to borrow fill material to complete the construction. The State Highway Division has established two proposed borrow sites one of which will be available to the successful bidder. He may obtain a source of his own and therefore will not use either proposed sources.

An excavation permit is required by the City of Coos Bay to remove material from the proposed sources. The fee for this permit is $213.00. Since the State normally is not charged a fee for this type of permit, I respectfully request that the fee of $213.00 be waivered. If this is not acceptable the State will pay the $213.00 fee and asks for return of the fee in the event that the contractor does not use either source.

Very truly yours,

W. A. Tison

W. A. Tison
Resident Engineer

cc: Don Harwell
J. H. Verstaeg
WAT/gs F. Terpin
CT Keasey

Coos Bay
Coop Const

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE February 9, 1973

TO Mr. H. S. Cox, County and City Engineer

FROM Frank E. Terpin, Final Design Engineer

SUBJECT Cape Arago Highway-Woodland Drive Section
Empire-Coos Bay Highway
Coos County

RECEIVED
COUNTY & CITY SECTION
FEB 12 1973
ENGR. COOR. OE AE UE
UPE CE RE UPE

Enclosed are two sets of development plans for proposed borrow sites for the subject project.

Also enclosed are letters from the cities of North Bend (R) and Coos Bay stating the requirements for permits to remove fill materials.

Will you please contact the appropriate people in the city government and make application for the required permits.

2-16-73
Tyson will contact city to see if refund available if source not used Dan H.

FET:jn
Encl.

(R) N. Bend not involved

BPOE property
Fitzpatrick "

Feb. 12, '73 Per telephonic conversation this date, Bill Tyson, Resident Engr. will handle this matter with Coos Bay - No. Bend not involved - so informed F. Morrison & F. Terpin. Tyson will keep Design & Const. informed as to future negotiations. Dan Hansen

cc: Terpin
Tyson
Morrison
Keasey

CITY OF COOS BAY

P. O. BOX 1118
COOS BAY, OREGON 97420

October 18, 1972

RECEIVED
COUNTY & CITY SECTION
FEB 12 1973
☐ ENGR. ☑ COOR. ☐ OE ☐ RE ☑ DE
☐ DPE ☐ CE ☐ RE ☐ DPE ☐

Frank Morrison
Oregon State Highway Division
P. O. Box 716
Coquille, Oregon

Dear Mr. Morrison:

In reference to our telephone conversation of October 17, 1972, the following information relative to City of Coos Bay Policy concerning "burrow sites" is herein submitted:

1. An excavation and grading permit will be required.
2. A Burrow Site Plan must be submitted to the City's Public Works Department and Codes Department.
3. Posting of a street maintenance bond may be required; depending on whether earth moving equipment uses local streets or major arterials for access to and from the borough site. If improved local streets are used, a street maintenance bond is positively required.
4. Burrow sites must be maintained in a safe, neat and orderly manner in order to insure public safety and convenience at all times.
5. The contractor is required to fulfill all maintenance, public safety and public convenience control measures set forth by the City Public Works Department.

Should you have any questions regarding this matter, please feel free to contact the Planning Department.

Sincerely,

G. A. Levios,
Planning Director

GAL/db
(Cor)

City With A Future

CITY OF NORTH BEND

NORTH BEND, OREGON 97459

October 25, 1972

RECEIVED
COUNTY & CITY SECTION
FEB 12 1973
ENGR. ✓ CONST. ☐ OE ☐ AE ✓ UE
UPE ✓ CE ☐ HE ☐ RPE ☐

Mr. Frank Morrison
Oregon State Highway Division
P. O. Box 716
Coquille, Oregon 97423

Dear Mr. Morrison:

In confirmation of our telephone conversation of October 18, 1972, under normal circumstances borrow pits are only permitted in commercial zones. However, where substantial grading or earth removal is required to develop residential property, it has been the practice of the City of North Bend to approve grading permits and allow the operator to remove the earth in the same manner as a borrow pit, subject to the condition that upon completion of the removal of the borrow the terrain is left at the grades required in the approved grading plan.

There is currently an approved grading permit for development of a residential area on the south side of Virginia Avenue at Ash Street, issued to the Laskey-Clifton Corporation, Reedsport, Oregon. There appears to be approximately 60-80,000 yards of borrow remaining to be removed from this area. Additionally, it is in the City's planning to open Oak Street between 11th and 13th Streets in the City of North Bend. The street grade for Oak Street in this area has already been established and will require a sizeable cut at the intersection with 12th Street. I have already agreed with the property owners of the adjacent property that the City would issue a grading permit and permit removal of a substantial amount of dirt from either side of Oak Street at the intersection of 12th Street to permit this land to be reasonably developed and a rough grading plan has been prepared for this area. It is estimated there is an excess of 100,000 cubic yards of sand that can be removed from this area. Removal of this sand would require completion of the development of the subgrade of Oak Street and its use as a haul road as the City would require the removal of the material down Oak Street to the south and would not permit loaded trucks to travel on Virginia Avenue between Oak Street and Maple Street. We would, however, look favorably upon a request to route the empty trucks on Virginia permitting your Contractor to operate his trucks through the borrow pit in a one way route.

BEAUTY SPOT OF THE OREGON COAST

The issuance of a grading permit to develop residential property does not require Planning Commission or formal Council approval. Such permit can and will be issued by the City Engineer. As a related matter both the Planning Commission and City Council have approved plans for the opening of Oak Street as part of the Type II FAP system for the City of North Bend which in effect makes it mandatory that either a substantial amount of sand be removed from either side of the street grade as proposed herein, or require the construction of unreasonably large retainer walls.

The City of North Bend has already acquired the necessary slope easements for the development of Oak Street and has available an ownership list of property owners which we can make available to the State if they so desire.

Sincerely,

William A. Bourne, P. E.
City Administrator Pro Tem/City Engineer

WAB:a
CoA

Foregoing not needed for projects outside North Bend in Coquille Woodland Dr

RECEIVED
COUNTY & CITY SECTION
FEB 12 1973
ENGR. COOR. CE AE UC
DPE CE RE RPE

7867

2/3

FORM R-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE February 28, 1973

TO J. H. Versteeg, Region Engineer
R O S E B U R G

ORIGINAL SIGNED
JOHN R. OAKES

FROM John R. Oakes, Assistant R/W Engineer

SUBJECT File 47716 - B P O E #1160, and 477174 Fitzpatrick
[redacted] Drago-Woodland Drive Section; Empire-Coos Bay Highway; Coos County

We have acceptable options from the owners of the above files to provide borrow materials from the above properties. These documents will be submitted to the Commission if and when the successful contractor indicates that he intends to use either or both of the properties.

Please let us know as soon as the contractor has indicated his choice.

JRO:ha

cc L. H. Young
Frank Hall
C. G. Swenson
L. W. Riley

1 Hall
A. Olson
2 Terpin
3 Scott
Swenson
R. Olson
Trout

RECEIVED
FEB 28 1973
DESIGN SECTION

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Requires Approval ☐
Receiver Keep ☐
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Bring Up / /
Other

7867

FORM S-59 (REV. 10-69)

L Hall
A. Olson
2 Terp n I
Engr

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OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 13, 1972

SUBJECT: "Borrow Areas" in Coos Bay

243

To: L. W. Riley
Right of Way Supervisor
Region III
Roseburg, Oregon 97470

ATTENTION: Richard Wilson, Dist. Appraiser

This letter is intended as a report, to bring you up to date on the status of the material sources in Coos Bay. These sources are necessary for the upcoming reconstruction of the [redacted] of the Empire-Coos Bay Highway.

Negotiations are currently being carried on with two parties, the Elks Lodge, for their material source on Radar Road, and with Fitzpatrick Realty, for a material source adjoining the proposed fill area.

The last contact made with Harley Nissen, member of Board of Directors of the Elks Lodge, was by phone on Dec. 8, 1972. Mr. Nissen stated that the Board of Directors were in general agreement with the proposal which I had presented to them, (.10¢ yd.), but wanted to iron out a few questions among themselves and also have their attorney review the option. He is going to call and let me know some time this week, the status of this source.

Contact was made with Fitzpatrick Realty (Jack Fitzpatrick) Dec. 12, 1972. Mr. Fitzpatrick says he had not yet reached a decision on giving us the material. He wants to talk with Consulting Eng. Roy Erichsen. Mr. Fitzpatrick says that by 3:00 P.M. Thursday Dec. 14, 1972 afternoon he should be able to give us a definite answer.

Negotiations have also been carried on with the Coos Bay-North Bend Water Board. In a letter from Mr. C. W. Heckard, Manager, dated Nov. 29, 1972 he states that the Water Board would ask $.25 per yard and a road maintenance understanding. No further effort has been made to acquire this material source.

Douglas J. Luth
Douglas J. Luth
Right of Way Agent

DJL:csm

CC: Frank Hall

7267

243

FORM S.30 5M 3-68 40587

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon
Dec. 7, 1972

SUBJECT: Proposed Borrow Sources
[redacted]
Empire-Coos Bay Hwy.
Coos County

To: J. M. Versteeg
Regional Engineer
Roseburg, Oregon

Attention: J. X. Wilson

The latest report on proposed borrow sites for the above subject section is as follows.

A reply was received from the Coos Bay-North Bend Water Board; they are asking 25 cents per cubic yard and also indicate two haul routes. One would be across their property and would allow off highway vehicles and the other would require legal haul. Mr. Luth called and asked how much it would cost to pave a 16 foot wide 2-inch lift of A.C. for 400 feet. I estimated $1,500.00. This would be part of the payment if any material would be used from this site.

The Elks property has an option but we have not heard from the Board of Directors whether they will sign the option or not.

Mr. Fitzpatrick called Mr. Luth and advised him that he was enough available material and we are scheduled to meet with him Tuesday, Dec. 5, 1972 at 2:00 p.m. We may be able to discuss and tie up his source at this meeting.

After meeting with Mr. Fitzpatrick, we prepared an option and left it with him. We determined that there is adequate material on his property and are working on a grading plan that will satisfy all parties involved.

F. D. Morrison
F. D. Morrison
Resident Engineer

cc: W. Tison

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 13 1972
DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

cc: Frank Hall - your info.

NOTED
W. E. COLE

FORM S-50 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
November 29, 1972

SUBJECT:

To: Mr. J. X. Wilson
Region III, Construction Eng.
Roseburg, Oregon 97470

"Borrow" areas for the reconstruction of Cape Arago-Woodland Drive Section, Empire-Coos Bay Highway, Coos County.

In accordance with your request on the status of the "Borrow" areas, I submit the following:

ELKS SITE ON RADAR ROAD:

Waiting for X-sections to be prepared by R. E. Erichsen, P.E., consultant for the Elks. These sections should be ready within a week. The option form is in the hands of Harley A. Nissen, member of the Elks Board of Directors. Mr. Nissen seems to think that there will be no problem in obtaining the material and getting the agreement signed. This site may necessitate the purchase of some merchantable timber by the Highway Division.

COOS BAY-NORTH BEND WATER BOARD SITE ON OCEAN BLVD.

Waiting a letter from Cal Heckard, Manager, stating what type of agreement would be suitable to the Water Board. An offer has been made by the Highway Division, but Mr. Heckard feels some other items should be included, such as paving approximately 300' of existing road into the proposed "borrow area". This letter was supposed to be in my hands by this date. Based upon my previous experience with the Water Board, they do not move with the swiftness expected.

Again, there may be merchantable timber to purchase on this tract. As soon as the letter from Mr. Heckard is received and his demands reviewed and considered, another option will be prepared and presented to the Coos Bay-North Bend Water Board, hopefully for action at their December 7 board meeting.

It is estimated that both of the above sites have the adequate material needed.

SWANSON PROPERTY-EMPIRE

This is a small parcel containing an estimated 40-50M yards of material. Mr. Swanson would like to know what we would offer him for the merchantable timer on this parcel before he will agree to sign any agreement. Waiting for a timber cruise and appraisal to be made, then a package will be presented to Mr. Swanson for his consideration.

The other sites that have been considered for this project, while some may have been more desirable than the three that I am focusing on, have been rejected for further consideration. The rejections have come as a result of owners that did not want to sell their material, lack of material, complication of assemblage, etc.

If you have any further immediate need of information concerning any of these sites, please contact me.

Douglas Luth
Right of Way Agent

DL:bl

7867

FORM E-20 (REV. 10-59)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

243

Roseburg, Oregon
November 29, 1972

SUBJECT: Borrow Sources
[redacted] Woodland Jct. Sec.
Empire-Coos Bay Highway
Coos County

To: Mr. Frank Hall
Design Engineer
S A L E M

We have been working long and hard to locate and tie up potential borrow sources for the above project. I think we almost have something in hand.

To let you know what the status of our efforts is I asked Doug Luth to prepare the report which is attached.

We are confident that signed options will be secured before this project is advertised and will forward as quickly as possible.

J. X. Wilson

J. X. WILSON
Region Construction Engineer

JXW/cw
Attach.

NOTED
W. E. COLE

cc A. E. Johnson, w/attach/
C. T. Keasey "
W. A. Tison "

1 Hall
A. Olson
2 Terpin
3 Scott
copy Swenson
R. Olson
Trout

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7867

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon
Nov. 17, 1972

RECEIVED
NOV 24 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT: Material Sources
Cape Arago Hwy.-Woodland Dr. Sec.
Empire-Coos Bay Highway

To: J. H. Versteeg
Regional Engineer
Roseburg, Oregon

Attention: J. X. Wilson

NOTED
E. S. HUNTER

In response to your original request for investigation of possible borrow sources for the above subject section, I submitted a map showing 5 possible sources for 100,000 cubic yards of borrow material. These sources were given priority Nos. 1 through 5.

Mr. Doug Luth, R/W rep., then contacted the property owners involved with priority 1, 2 and 3. Priority No. 1 was abandond when the property owner wanted to retain the material for his own use. Priority No. 2, (School Dist. No. 9) was rejected for our use by the school board. Priority No. 3, (Cape Arago Lumber) plant manager turned us down due to a large water tower located on the property and also they may need this material to expand their log dump in the future. Site No. 4, (Oak St.) is being considered and Mr. Luth is in the process of contacting property owners and City of N. Bend regarding the use of this site.

Another site was investigated on the Fitzpatrick property adjacent to 19th Street in Coos Bay, but I did not think 100,000 cu. yds. was available in the parcel of land offered.

A site located off Radar Ave., owned by the Elks Lodge was investigated and is still pending as the lodge has an engineer doing field work to determine how much area will be required to get 100,000 cu. yds.

A site across Morrison St. in Empire was investigated and bypassed as I do not believe 100,000 cu. yds. is available there.

The Coos Bay-North Bend water board was contacted and ample borrow material is available on their holdings. Mr. D. Luth has presented the water district with an option and we are awaiting their board action.

In summation, three sites are available; The Water Boards, Oak St. in N. Bend and the Elks Lodge on Radar Ave.

Mr. Luth has approached the water board with an option, he also approached the City of No. Bend about Oak St. with an option, but was informed he would have to secure permission from the property owners involved due to the technicality about Oak St. not being a City street yet.

The Radar Ave. source is pending the findings of the private Engineer's report.

I will keep you posted weekly of the activities regarding these sources.

F. D. Morrison
Res. Engineer

ROSEBURG REGION
RECEIVED
NOV 20 1972

cc: Wm. Tyson

cc Keeney
Johnson
Wolfe
Hunters
Hall

REPORT OF PERSONAL INTERVIEW

☒ Legal Owner ☐ Contract Purchaser ☐ Non-White ☐ Other _____

☒ Liaison ☐ Appraisal ☐ Property Mgmt. ☐ Other _____

☐ Acquisition ☐ Relocation

File No. [redacted]

Last Name [redacted]

Section Cape Arago-Woodland Dr.

Name Bob Angel and Willis Peterson Address Coos Bay

Documents Delivered:

	Date
Brochures, A & R	
Letter, O-Benefit	
Option	
R Claim Forms	

Area of Taking 100,000 cu. yds. Amount Approved $ _____

☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☒ Unimproved

Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
1st					
2nd					
3rd					
4th					

DIARY OF CONTACT

Date	All Persons Present and a Statement of the Discussion
10/18/72	Willis Peterson Douglas Luth I met Mr. Peterson at the trailer park at approximately 12:00 Noon. I explained to him that the State would soon be reconstructing the last section of Ocean Blvd. and is currently attempting to line up a material source that can be used for fill. I explained to Mr. Peterson that we were interested in the area behind the El Toro Tavern, which is on their property; and also that we needed 100,000 cubic yards of material. Mr. Peterson and I walked over the ground and he repeatedly mentioned to me that he could make no decisions as to a dollar and cents amount of an option or the royalty per yard. Also, Mr. Peterson said that they do not want indiscriminate removal of material, but it would have to be according to a plan which he and his partner, Mr. Angel, would have to settle upon. Mr. Peterson is to give me a call back Friday, October 20. In my conversation with Mr. Peterson, it sounds as though they may seriously consider selling us the required fill material.
10-24/72	Bob Angell & Douglas Luth Called Mr. Angell at 8:05 A.M. and asked him if he had discussed the purchase of material with his partner, Mr. Willis Peterson. He said he had. Mr. Angell went on to say that he was in the excavation buisness in the Coos Bay area and palns on using this property as his source of material in the future. In otherwards they are not interested in selling to the Highway Division at this time.

W
DWS

By Douglas L. Luth

Use reverse side (tumblehead) Right of Way Agent Douglas Luth

E-708 7-19-71

REPORT OF PERSONAL INTERVIEW

☐ Non-White

☒ Legal Owner ☐ Contract Purchaser ☐ Other _____ File No. [redacted]

☒ Liaison ☐ Appraisal ☐ Property Mgmt. Last Name [redacted]

☐ Acquisition ☐ Relocation ☐ Other _____ Section Cape Arago-Woodland Dr.

Name School Dist. #9 Address 7th St., Coos Bay, Oregon

Documents Delivered:

	Date
Brochures, A & R	
Letter, O-Benefit	
Option	
R Claim Forms	

Area of Taking 100,000 cu. yd Amount Approved $ _____

☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☒ Unimproved

Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
1st					
2nd					
3rd					
4th					

DIARY OF CONTACT

Date	All Persons Present and a Statement of the Discussion
10-18-72	Douglas Luth Assist. Supt.
	Went to the school dist. offices and asked to see Superintendent Crawley, but he was out, and talked to the Assist. Superintendent. I explained to him the nature of my visit, and told him that the Highway Dept. in the near future was going to re-build the section of Ocean Blvd. between Woodland Dr. and Cape Arago Hwy., and at this time we were looking for material sources. The Assist. Superintendent told me that the proper course of action to take would be to write a letter to Superintendent John Crawley, at P. O. Box 509 Coos Bay, Oregon 97420, outlining what the Highway Dept. had in mind. Supt. Crawley could then take an issue up with the school board and possibly reach some type of an agreement. I told the Assist. Supt. that I would get a letter prepared and mailed to Supt. Crawley.
10-25/72	Douglas Luth Supt. Crawley
	Called the Supt. @ 8:40 a.m. and asked him if he had presented my letter ~~to the School Board~~ about the acquistion of 100.000 C.Y. of material from their property on Newmark St., He said that he had not received the letter, and probably it had went to another department in the district. He said that the "Board" was going to have an informal meeting Thrusday night, but could take no legal action on the request, but would discuss it. Supt. Crawleys opinion of the matter is that he doubts the "District" will consider our proposal, as they have turned down other requests for material from the site. Supt. Crawley is going to ~~return my~~ call Friday, and let me know about the meeting Thrusday night.

By Douglas J. Luth

Use reverse side (tumblehead) Right of Way Agent

D. J. Luth

E-708 7-19-71

REPORT OF PERSONAL INTERVIEW

☐ Non-White

☒ Legal Owner ☐ Contract Purchaser ☐ Other_____ File No. Priority No. 2

☐ Liaison ☐ Appraisal ☐ Property Mgmt. Last Name Cape Arago Lumber

☐ Acquisition ☐ Relocation ☐ Other_____ Section Cape Arago-Woodland Dr.

Name Cape Arago Lmbr. Co. Address Foot of Schetter St., Empire, Oregon

Documents Delivered:

	Date
Brochures, A & R	
Letter, O-Benefit	
Option	
R Claim Forms	

Area of Taking 100,000 cu. yds. Amount Approved $_____

☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☒ Unimproved

Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
1st					
2nd					
3rd					
4th					

DIARY OF CONTACT

Date	All Persons Present and a Statement of the Discussion
10-25-72	Douglas Luth Plant Manager

Introduced myself to the Plant Manager and asked him if they owned the land at the junction of Marble and Grant Streets. He said, "Yes, Cape Arago did own this land." I then went on to ask if they would be interested in selling approximatel 100,000 cu. yds. of material off this site. The Plant Manager pointed out to me that there is a large water tower situated on this property which in the past when the hill has sloughed away had to be replaced. He was of the opinion that any earth moving in the immediate vicinity may cause this portion of the hill to slough away again and henceforth, another replacement of the water structure.

Although the Plant Manager would not give me a definate answer he said he rather doubted that Mr. Walter Miller, apparently the owner or General Manager of all the lumber operations that this firm has would not go along with the idea of getting rid of the fill, also Cape Arago may decide to use this fill if they ever get the go-ahead from the DEQ to expand their log dump further out into the bay. The final answer, of course, to this problem will have to come from Mr. Walter A. Miller, who is a very busy man and hard to catch. He spends his afternoons at the Cape Arago Offices in Coos Bay, and the mornings he is usually in the Bandon area. I have not persued this matter any further as of this date.

By _____

Use reverse side (tumblehead) Right of Way Agent

D. J. Luth

E-708 7-19-71

REPORT OF PERSONAL INTERVIEW

☐ Non-White

☐ Legal Owner ☐ Contract Purchaser ☐ Other_____ File No. City of N.B.

☐ Liaison ☐ Appraisal ☐ Property Mgmt. Last Name Timber Park, Zarbano, City of N.B.

☒ Acquisition ☐ Relocation ☐ Other_____ Section Cape Arago-Woodland Dr.

Name Bill Bourne, City Engineer Address City Hall, North Bend, Oregon

Documents Delivered:

	Date
Brochures, A & R	
Letter, O-Benefit	
Option	
R Claim Forms	

Area of Taking 100,000 C.Y. Amount Approved $_____

☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☐ Unimproved

Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
1st					
2nd					
3rd					
4th					

DIARY OF CONTACT

Date	All Persons Present and a Statement of the Discussion
11-16/72	Douglas Luth & Bill Bourne Arrived at the City Offices at approximately 2:00 p.m. Introduced myself to Mr. Bourne and explained the nature of my visit. Mr. Bourne said that the amount of fill we required was located on the area that I described. But the City of North Bend can not authorized the use of this property for the removal of fill material. The okay for the material would have to come from the adjoining property owners. I asked Mr. Bourne if the property described by me hadn't already been dedicated to the public and the City secured temporary slope easements. Mr. Bourne said this was correct, but until such time as the City decides to "open" up Oak Street the fine points of law says that the adjoining owners dedicated this area for a roadway, not a "borrow" area, therefore we would have to get the permission or enter into an agreement with the adjoining property owners. Timber Park development and Coos County Sheriff, Tony Zarbano.

By Douglas J. Luth

Use reverse side (tumblehead) Right of Way Agent
Douglas J. Luth

E-708 7-19-71

REPORT OF PERSONAL INTERVIEW

☐ Legal Owner ☐ Contract Purchaser ☐ Non-White ☒ Other Agent File No.

☐ Liaison ☐ Appraisal ☐ Property Mgmt. Last Name [redacted]

☐ Acquisition ☐ Relocation ☐ Other Section Cape Arago-Woodland Dr.

Name Jack Hudson AKA Hudson Realtors Address 200 S. 4th St., Coos Bay, Oregon

Documents Delivered:

	Date
Brochures, A & R	
Letter, O-Benefit	
Option	
R Claim Forms	

Area of Taking 4,000 cu. yds. Amount Approved $

☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☒ Unimproved

Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
1st					
2nd					
3rd					
4th					

DIARY OF CONTACT

Date	All Persons Present and a Statement of the Discussion
10-25-72	Douglas Luth Jack Hudson I contacted Jack and asked him who I would see about the Elks 80 acre tract located back off of Radar Road. I mentioned to Mr. Hudson that we are interested in purchasing 100,000 cubic yards of material. He told me to sit down and he would do a little phoning. Jack called on the "King Pins" of the Elks Lodge and asked them if the Elks would be interested in the Elks selling this amount of material off of their 80 acres if it would coincide with their proposed plot plan. They seemed very, very interested. Although an individual cannot speak for the Elks Lodge, they were going to have an informal meeting and let Mr. Hudson know who was supposed, or is going to call me today, October 27.

By D J L

Use reverse side (tumblehead) Right of Way Agent

D. J. Luth

E-708 7-19-71

REPORT OF PERSONAL INTERVIEW

☒ Legal Owner ☐ Contract Purchaser ☐ Non-White ☐ Other_____

☐ Liaison ☐ Appraisal ☐ Property Mgmt. ☐ Other_____

☐ Acquisition ☐ Relocation

File No._____

Last Name [redacted]

Section Cape Arago-Woodland Dr.

Name Julius Swanson Address 1844 Cottonwood, Coos Bay, Oregon

Documents Delivered:

	Date
Brochures, A & R	
Letter, O-Benefit	
Option	
R Claim Forms	

Area of Taking 100,000+ cu. yds Amount Approved $_____

☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☒ Unimproved

Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
1st					
2nd					
3rd					
4th					

DIARY OF CONTACT

Date	All Persons Present and a Statement of the Discussion
10-25-72	Douglas Luth Mr. Swanson

I inquired Mr. Swanson if he owned the property immediately to the west and across Morrison Street from the King's Table in Empire. He said he did. I further inquired if he would be interested in selling 100,000 yards of material off this parcel and bringing it down to grade level. Mr. Swanson hesitated and said possibly. He further asked me to take a trip around the block and to make an estimate if there was an adequate amount of material in here. My estimate viewed with an untrained eye said there was adequate amount of material in this source.

I further stated to Mr. Swanson that we would be interested in an 18 month option to purchase this vast amount of fill material. Mr. Swanson says to call him back in approximately 10 days, as he wants some time to think about this, and also to see about if there is a market for the timber standing on the parcel.

Mr. Swanson further went on to say that the reason he has been holding back on selling this fill material is that he owns a couple thousand feet of bay frontage in Empire. He had plans to develop a $750,000 marina, but the Dept. of DEQ at present will not allow him to build or develop along the bay. He thinks that in the future the DEQ may relax their restrictions to a certain degree and allow him to proceed with his business venture.

No further discussion was made with Mr. Swanson at this time. This would be a very good source, approximately 3 blocks from the northerly most point of the Cape Arago-Woodland Drive project.

By DLF

Use reverse side (tumblehead) Right of Way Agent

E-708 7-19-71

REPORT OF PERSONAL INTERVIEW

☐ Non-White

☒ Legal Owner ☐ Contract Purchaser ☐ Other_____ File No. Water Board Prop.

☐ Liaison ☐ Appraisal ☐ Property Mgmt. Last Name N.B.-C.B. Water Bd.

☐ Acquisition ☐ Relocation ☐ Other_____ Section Cape Arago-Woodland Dr.

Name N.B.-C.B. Water Board Address 2305 Ocean Blvd., Coos Bay, Oregon

Documents Delivered:

	Date
Brochures, A & R	
Letter, O-Benefit	
Option	
R Claim Forms	

Area of Taking 100,000 C.Y. Amount Approved $_____

☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☐ Unimproved

Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
1st					
2nd					
3rd					
4th					

DIARY OF CONTACT

Date	All Persons Present and a Statement of the Discussion
11-16/72	Douglas J. Luth & Mr. Mattson, Buis. Mgr.

Arrived at the Water board offices on Ocean Blvd. at approximately 11:00 A.M., asked for the manager Mr. Cal Heckard, was told he is in Eastern Oregon on vacation until Monday.
I asked if there was any one acting in his place while he was gone. I was referred to Mr. Mattson, the buisness manager.
I explained to Mr. Mattson my proposal. to acquire a two year right to 100.000 c.y. of material off of the water boards land.
Mr. Mattson said that he had discussed this matter with Mr. Heckard and that this would have to be taken up at the next board of directors meeting.
The next meeting is scheduled for December 7, 1972.

Am going to call Heckard, Monday, and try to arrive at a royalty price.

Letter of intent

By Douglas J. Luth
Use reverse side (tumblehead) Right of Way Agent

E-708 7-19-71

REPORT OF PERSONAL INTERVIEW

☐ Legal Owner ☐ Contract Purchaser ☐ Non-White ☐ Other _____

☐ Liaison ☐ Appraisal ☐ Property Mgmt. File No. [redacted]

☒ Acquisition ☐ Relocation ☐ Other _____ Last Name [redacted]

Name Doyle Williams Address Coos Bay, Oregon Section Cape Arago-Woodland Dr.

Documents Delivered:

	Date
Brochures, A & R	
Letter, O-Benefit	
Option	
R Claim Forms	

Area of Taking 100,000 C.Y. Amount Approved $ _____

☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☐ Unimproved

Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
1st					
2nd					
3rd					
4th					

DIARY OF CONTACT

Date	All Persons Present and a Statement of the Discussion
11-16/72	Douglas Luth & Mrs. Doyle Williams Called Mrs. Williams from the Coquille Resident Engineers office. I explained to Mrs. Williams that Resident Engineer. Frank Morrison had previously contacted her husband about acquiring fill material from the Elks. Radar road site. Mrs. Williams did not no anything about this and said that her husband should be home is 1 or 2 hours and that she would have him call Frank Morrison.
11-17/72	Douglas Luth & Frank Morrison, Resident Engineer Called Frank on the phone as asked if Doyle Williams had returned a call. Frank said that Williams had just called and told him the site is available but they have R.H. Erichsen. Civil Engineer from Coos Bay making some cross sections to determine the amount of fill in the area that the Elks want prepared. These cross sections should be complete at the available amount of yardage known. Friday or Monday. Will call back at that time.

By Douglas J. Luth
Right of Way Agent
Douglas J. Luth

Use reverse side (tumblehead)

E-708 7-19-71

57867

243

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 7, 1972

To: Victor D. Wolfe
Location Engineer
Highway Building

SUBJECT: Cape Arago-Woodland Drive Section
[redacted]-Coos Bay Highway
Coos County
Borrow Excavation

In reviewing earthwork for the subject section, it was discovered that there is a requirement for 100,000 cubic yards of borrow excavation. Cursory inquiry has disclosed no knowledge or record that a source has been provided.

This is a reminder to all concerned about this situation to consider the advantages of providing a source to the successful bidder. The job is located in an urban area and suitable sources may be scarce.

Bid opening for this job is now set for January 25, 1973.

F. W. Yarbrough
Soils & Geology Engineer

FWY:af

cc: J. H. Versteeg
Elliott Parker
Frank Hall
Frank Terpin
Ed Johnsen

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
SEP 8 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

SP 502478-774

7267

2-3/3

FORM 6-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 30, 1973

To: W. A. Tison
Resident Engineer

SUBJECT: Texaco Service Station Access
Cape Arago Hwy.-Woodland Dr. Sec.
Coos County

We will construct the service station access to Ocean Blvd. in accordance with the sketch attached to Versteeg's letter dated December 14, 1972 rather than at the location indicated on the preliminary plans. We do not want this access located closer to the intersection than approximately Station 4+54.

ORIGINAL SIGNED BY J. X. WILSON

J. X. WILSON
Region Construction Engineer

4+54
+ 18
~~4+72~~
4+72 ℄

JXW/cw

cc Frank Hall
L. W. Riley
Glen Clark

1 Hall
A. Olson
2 Terpin
3 Scott
Swenson
R. Olson
Trout

RECEIVED
JAN 31 1973
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

NOTED
W. E. COLE
1/31/72

Made Revision of plans.
W. E. C.

2/1/73 Wilson notified that change was made.
T.

FORM S-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 26, 1973

SUBJECT: Revised Drainage Facilities
Station 80+00-85+00
Cape Arago Hwy.-Woodland Dr. Sec.
Coos County

To: Mr. Frank Hall
Design Engineer
S A L E M

Attention Frank Terpin

At the request of the Coos Bay-North Bend Water Board, we reviewed the proposed drainage in the vicinity of the existing dam near 84+50. The Board objected to our dumping storm drainage toward the toe of this earth fill dam which could only add to their existing problems.

I am inclined to agree we should direct our storm water toward the downstream end of the existing 11'x13' culvert as shown on the attached sketch. Would you please review this proposal and let me know if you concur.

If we are too late to include changes in the contract plans, revisions can be made during construction.

J. X. WILSON
Region Construction Engineer

JXW/cw
Attach.

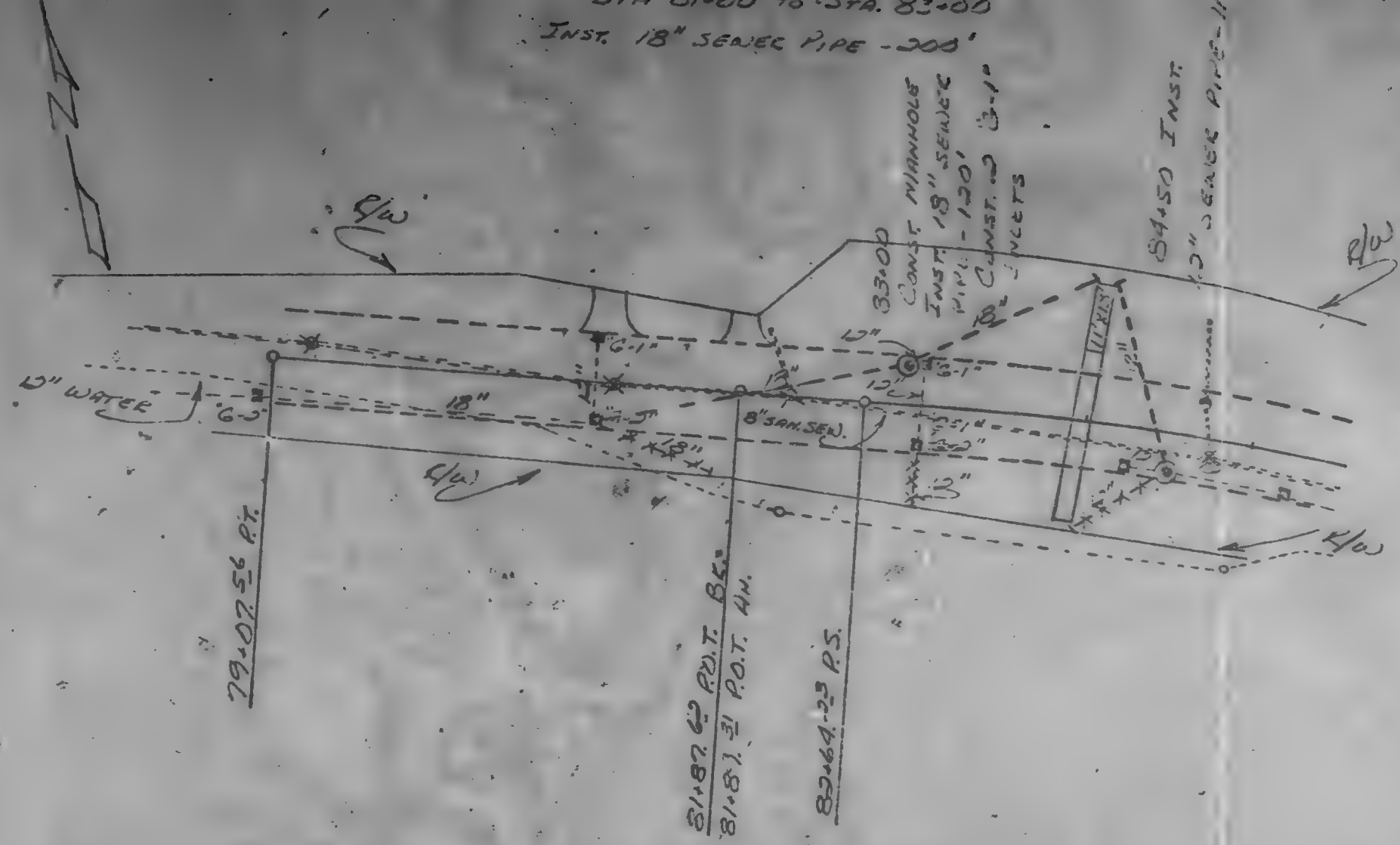
cc W. A. Tison

REFERRED TO
X Cole ____ Reed
____ Erikson ____ Sample
____ Hager ____ Watson
Return ☒ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

L ____
A. Olson ____
Terpin I
Scott ____
Swanson ____
R. Olson ____

RECEIVED
JAN 29 1973
DESIGN

Do not file
Return To ____
Bring Up ____ / ____ /
Other ____



CAPE ARAGO HWY. WOODLAND DRIVE
EMPIRE-COOS BAY HIGHWAY

REALIGNMENT OF OUTLETS OF STORM SEWER STA. 80- TO 85-

SCALE 1" = 100'

D. A. TISON RESIDENT ENGINEER

Delete

1.	15" Sewer Pipe - 75'	@ $7	$ 525
2.	12" " " - 30'	@ $6	180
3.	Tr. Exc. 19 C.Y.	@	95
			$ 800

Add

1.	18" Sewer Pipe - 320'	@ $9	$ 2990
2.	1 - Manhole - 5' Deep		450
3.	12" Sewer Pipe - 110'	@ $6	660
4.	Tr. Exc. 125 C.Y.	@ $5	625
			$ 4725

7867

Frank Hall
243

Roseburg, Oregon
January 23, 1973

Mr. W. A. Tison
Resident Engineer

Utility Status Report
Cape Arago Hwy.-Woodland Dr. Sec.
Empire-Coos Bay Highway
Coos County

This is an update on the status report on utilities within the subject project that was dated December 21, 1972.

Pacific Power & Light Co: PP&L now anticipates beginning their adjustments by the 10th of February. They still estimate 20 working days. No delay is anticipated.

General Telephone Co: No change from December 21, 1972 report as they anticipate beginning their adjustments February 1, 1973 and they estimate it will take until March 15, 1973. No delay is anticipated.

City of Coos Bay: No change from December 21, 1972 report. No delay is anticipated.

Bay Television Co: No change from December 21, 1972 report. No delays anticipated.

Coos Bay-North Bend Water Board: The Water Board will begin adjustment of portions of their facilities with their own crews January 25, 1973. All conflicts from Station 55 to end of project should be adjusted by March 15, 1973. The Water Board plans to contract the relocation work from Station 0+00 to Station 55+00. They expect the contracted portion February 20, 1973 and anticipate it to be completed by May 1, 1973. The Water Board still plans to install a new water main Station 72+00 to Station 100+00 on the left side under the future sidewalk area. Approximately 1800 feet (Station 78 to Station 96) of this water pipe installation will have to be coordinated with the State's contractor as the subgrade will have to be completed before this pipe can be installed.

1 Hall
A. Olson
Terpin
Scott
3 Swenson
R. Olson
Trout

RECEIVED
JAN 29 1973
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
☒ not File
Return To:
Bring Up 1/
Other

cc Hill Young
Frank Hall

In addition, the Water Board will have approximately 60 water services to adjust throughout the life of the contract.

J. H. VERSTEEG
Region Engineer

M. G. Havig

By M. G. HAVIG
Region Utility Engineer

MGH/cw

cc T. W. Litchfield

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7867

Salem, Oregon

DATE January 23, 1973

TO Victor D. Wolfe, Location Engineer
ATTENTION: James McClure

FROM Frank L. Hall
Frank L. Hall
Design Engineer

SUBJECT Footpaths and Bicycle Trails for
Cape Arago Highway-Woodland Drive Section
Empire-Coos Bay Highway
Coos County

The following items are chargeable to footpaths and bicycle trails on the above-named project:

ITEM NO.	ITEM	UNIT	QUANTITY	ESTIMATED PRICE	ESTIMATED AMOUNT
47.	Concrete Walks	Sq.Yd.	10,600	7.50	$79,500

TOTAL $79,500

Width 4.5'

Length 5,300'

Total of all contract items $1,463,873.50
5.4 % of contract in footpaths and bicycle trails.

cc: E. S. Hunter
L. H. Young
C. T. Keasey
V. E. Skoog
D. A. Rdings
V. L. Gallagher

NOTED
E. S. HUNTER

RECEIVED
JAN 24 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FOR FILING

7867

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

RECEIVED
STATE HWY ENGR
JAN 1873
REFER TO
FOR
Info | Proj | R/D | O/R | Sign | Act | File

DATE January 18, 1973

TO L. H. Young, Programing Engineer
B U I L D I N G

FROM ORIGINAL SIGNED
JOHN R. OAKES
John R. Oakes, Assistant R/W Engineer

SUBJECT Right of Way Status
FAU Project
Bid Opening February 22, 1973
Cape Arago Highway-Woodland Drive Section; Empire-Coos Bay Highway; Coos Co.

I certify that to the best of my knowledge the following statement is correct with regard to the right-of-way for the subject project.

All individuals and families have been relocated to decent, safe and sanitary housing, or adequate replacemnt housing has been made available to relocatees on this project.

Although all necessary rights of way have not been fully acquired, the right to occupy and to use all rights of way required for the proper execution of the project has been acquired. Trial or appeal of some files may be pending in court and some files full legal possession has not been obtained but right of entry has been obtained, the occupants of all lands and improvements have vacated, and the State has physical possession and the right to remove salvage and demolish these improvements.

This certification does not include rights of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utility Unit. These will be certified separately by the Utility Engineer.

JRO:ha
cc F. B. Klaboe
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

NOTED
F. B. KLABOE

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7867

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

RECEIVED
STATE HWY ENGR
JAN 17 73
REFER TO
FOR
Info | Inves | R/D | D/R | Circ | Act | File

January 17, 1973

Pacific Power and Light Company
General Telephone Company
Coos Bay-North Bend Water Board
City of Coos Bay
Bay T.V. Company
Bonneville Power Administration

RE: Revised Preliminary Plans
Cape Arago Highway-Woodland Drive Section
Empire-Coos Bay Highway
Coos County

Gentlemen:

Enclosed you will find ____ set(s) of a revised preliminary plan on the above subject project. The present tentative schedule calls for opening of bids on February 22, 1973.

Please review this plan for changes from the plan sent to you on December 4, 1972. If you have facilities in conflict, these changes should be reflected in your relocation plan.

If your relocation is reimbursable, an estimate and sketch map, and a schedule for accomplishing the relocation should be submitted to Mr. M. G. Havig, Regional Utilities Engineer, 1523 SE Cobb Street, P.O. Box 1128, Roseburg, Oregon 97470, telephone 672-6541 ext. 241. The sketch map and schedule must be submitted whether the relocation is reimbursable or not.

The sketch map must be in sufficient detail for our use in preparing an application for an amended or a new permit for your relocated facilities.

Very truly yours,

Ray Nelson

(For) T. W. Litchfield
Railroad and Utility Engineer

TWL:jly
Enclosure

bc: ~~A. E. Johnson~~
H. S. Cox
J. H. Versteeg
M. G. Havig
W. A. Tison

RECEIVED
JAN 19 1973
FOR FILING

7867

January 17, 1973

To Oregon State Highway Commission

From F. B. Klaboe
State Highway Engineer

Subject Footpaths and Bicycle Trails
January 25 and February 22 Bid Lettings

Bids will be taken January 25 and February 22 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376 is shown for each project.

January 25 Bid Letting

1. Terrebonne-Bend Section

The Dalles-California Highway, Deschutes County

Grade, Pave & Structures Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2 (b) which states that "Footpaths and trails are not required to be established . . if . . the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

The primary purpose of this project is to provide passing lanes in four locations plus one additional left-turn refuge area, all within the existing right of way.

2. Central Business District (Corvallis) Section

Pacific Highway West, Benton County

Signals Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. City-wide Traffic Signals (Medford) Section

Various City Streets (47 Intersections), Jackson County

Grade, Pave & Signal Project

Same as No. 2

4. Willamette River-Orleans Section

Corvallis-Lebanon Highway, Linn County

Slope Protection Project

Same as No. 2

5. Redwood Highway at Lister St. (Cave Junction) Section

Redwood Highway, Josephine County

Same as No. 2

February 22 Bid Letting

1. Woodburn Interchange-Hayesville Interchange Section

Pacific Highway, Marion County

Grade, Pave, Structure, Illumination & Signing Project

Sidewalk/bicycle facilities will be provided on the freeway overcrossing structures and not along the freeway, as alternate bike routes will be available along other roadways which connect the population centers. It is felt that with the other the other available ways the cost of establishing a bike trail along the freeway would be disproportionate to the use.

This was previously on the agenda for the December 12 meeting.

2. Cape Arago Highway-Woodland Drive Section

Empire-Coos Bay Highway, Coos County

Grade, Pave & Signals (Cooperative) Project

Sidewalk/bicycle facilities will be provided on both sides of the project throughout its length.

3. U.P.R.R. O'xing, Hood River (Button) Bridge Section

FAS-349, Hood River County

Grade, Pave & Structure (Cooperative) Project

A five-foot sidewalk is provided along the length of the project.

4. NE 166th Ave-NE 190th Ave Section

FAS 730 (NE Halsey St), Multnomah County

Grade and Pave Project

Gravel footpaths and concrete sidewalks will be provided throughout the project. This was previously on the agenda for the September 19 meeting. This is a county project.

5. Willamette Overflow (Harrisburg) Bridge Section

Albany-Junction City Highway, Lane County

Structure Project

A sidewalk/bicycle facility will be provided along one side of the highway throughout the length of the project.

These matters will be on the agenda for the January 23 meeting and your approval is recommended.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
Victor D. Wolfe
J. B. Boyd
J. H. Versteeg
Gary Ross
Gary Sund

JDM:mc dpy

7867

FORM E-30 (REV. 10-68)

243

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 16, 1973

SUBJECT: Proposed Borrow Source
Cape Arago Hwy.-Woodland Dr. Sec.
Coos County

To: Frank Hall
Design Engineer
S A L E M

Attention Frank Terpin

Attached is a plot-plan, roll of x-sections, and quantity calculations to go along with the option you already have for the proposed Fitzpatrick borrow source. Because this parcel is directly adjacent to the section to be constructed, it would appear to be an excellent source.

I am also including a timber cruise for both this property and the Elks. Neither party is agreeable to our leaving the merchantable timber at the site for disposal by them. This means we must pay for the timber at an agreed upon price.

A copy of Elliott Parker's soil report on both the Elks and Fitzpatrick properties, which is attached, shows material from both sources suitable for use and easily excavated.

If any further data on these borrow sources is needed, please let me know.

J. X. Wilson

J. X. WILSON
Region Construction Engineer

JXW/cw
Attach.

cc Wm. A. Tison

1 Hall
A. Olson
2 Terpin
4 Scott
3 Swenson
R Olson

RECEIVED
JAN 18 1973
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ../../..
Other

FORM S-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

January 3, 1973
Roseburg, Oregon

SUBJECT: Borrow Site Exploration
Cape Arago Hwy-Woodland Dr. Sec.
Empire-Coos Bay Highway
Coos County

To: J.H. Versteeg
Region Engineer
O F F I C E

Exploration of the Elks and Fitzpatrick borrow sites has been completed. The attached map shows the location of these sites in relation to the proposed project. An initial attempt to use a truck-mounted power auger to explore these sites failed when a combination of heavy rains, topography, and timber cover made it impossible to move equipment around. Finally, exploration was carried out by use of a hand auger. At present, the locations of the test holes have not been tied. Bill Tison should have this done within the next few days, and the information will be forwarded when available.

Elks Property

The three hand auger holes put down at this site indicate that the material at this site is Pleistocene terrace sands. A medium-grained sand partially cemented with iron stain was found in the upper (5-10') portion of all three holes. This material is represented by SD59390A. Material in the lower portion of the holes consisted of clean, fine-grained sand represented by SD59390B and SD59390C with some thin zones partially cemented with iron stain. The soils from this site would fall in the A-3 classification (AASHO).

Fitzpatrick Property

This site was explored with one hand auger hole and examination of the numerous cuts and exposures in the area. Material from this site would be silty clay residual soils derived from the breakdown of the tuffaceous siltstones forming the underlying Coaledo formation. SD59389A and SD59389B were sampled from the hand auger hole. SD59389C was sampled from a 18' high cutslope 500' right of Sta 194+10, and represents completely decomposed tuffaceous siltstone. Soils typical of this site would fall in the A-7-5 classification (AASHO). The depth reached with the hand auger indicates that material from this site could be excavated by scrapers with no problem.

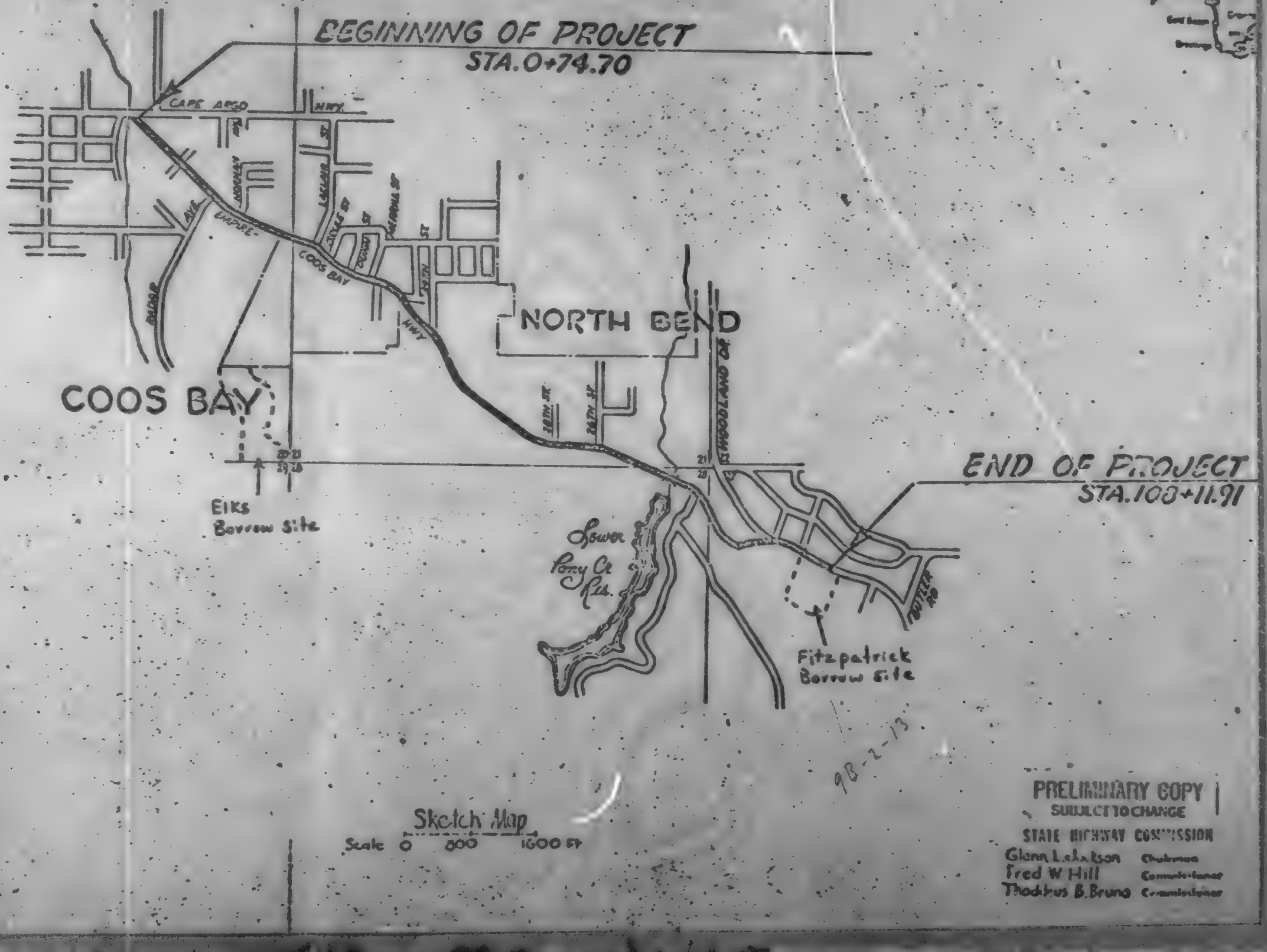
cc: Bill Tison
F.W. Yarbrough

Elliott Parker
Region Geologist
by: R.D. Halter
Asst. Region Geologist

RECEIVED
JAN - 4 1973
RGE | DES | ENR

CAPE ARAGO HWY.~WOODLAND DR. SECTION

EMPIRE-COOS BAY HIGHWAY
COOS COUNTY



Sketch Map

Scale 0 800 1600 Ft

98-2-13

PRELIMINARY COPY
SUBJECT TO CHANGE

STATE HIGHWAY COMMISSION

Glenn Lehrbach Chairman
Fred W Hill Commissioner
Thaddeus B. Bruno Commissioner

Oregon State Highway division

SOILS & GEOLOGY EXPLORATION LOG

Project Cape Arago Hwy - Woodland Drive — Hole No. HA #1

Highway Empire - Coos Bay — County Coos — Sheet 1 of 1

Location Elks Borrow site — Prefix 10L-1464-910

Started 12-29-72 Finished 12-29-72 Angle vert Logged By R. D. Hafter

Engineer Bill Tison — Driller Halter Bros. & Lehrbach — Date

Purpose of hole Explore borrow site — Ground Elev

Drill & sampler type Hand Auger

Drive sampler OD ID Hammer wt Fall

Casing Size, depth / Bit type, size / Water table / % moisture	Blows / Foot	Sample Recovered / % Recovery	Depth	Graphic Log	DESCRIPTION COLOR CONSISTENCY Hard - Soft Tough - Brittle Fresh - Weathered TEXTURE: % Gravel, Sand, Fines Estimated PI Samples, type, Depth JOINTS, spacing, strength % WATER RETURN
					0-1' Duff
					1-2½' orange, medium grained sand partially cemented with iron stain.
Hit water at 4'					2½-4½ Brownish grey, fine-grained silty sand
			5		4½-7½ orange, medium grained sand partially cemented with iron stain
SD 59390 A					7½-11½ Greyish brown, clean, fine grained sand
			10		
SD 59390 B					11½-12' Partially cemented iron stain zone
					12-14½' Grey, clean, fine grained sand
Hit water at 15'			15		14½-15' Partially cemented iron stain zone
					15-15½ Grey, clean, fine grained sand
					Unable to go deeper because saturated sands started surging into hole
			20		

Line 1 Hole 00

Ore. State Highway division

SOILS & GEOLOGY EXPLORATION LOG

Hole No. HA #2

Project Cape Arago Hwy - Woodland Drive

Highway Empire - Coos Bay County Coos Sheet 1 of 1

Location Elks Borrow Site Prefix 10L-1464-910

Started 12-29-72 Finished 12-28-72 Angle Vert Logged By P. D. Hafer

Engineer Bill Tyson Driller Holter, Beal, Lehrbach Date

Purpose of hole Explore borrow area Ground Elev

Drill & sampler type Hand Auger

Drive sampler OD ID Hammer wt Fall

casing, size, depth bit type, size water table % moisture	Blows Foot	Sampled Recovered % Recovery	Depth	Graphic Log	DESCRIPTION COLOR CONSISTENCY Hard - Soft Tough - Brittle Fresh - Weathered TEXTURE: % Gravel, Sand, Fines Estimated PI Samples, type, Depth JOINTS, spacing, strength % WATER RETURN
					0-1' Duff
Combined with SD 59390A			5		1-5' Orange-brown, medium grained sand partially cemented with iron stain
					5-6½' Brown, fine grained sandy silt
			10		6½-29½ Brownish grey, clean, fine-grained sand
SD 59390C			20		
			25		
			30		

Hole No.

Ore[illegible] State Highway division

SOILS & GEOLOGY EXPLORATION LOG

Project Cape Arago Hwy - Woodland Drive — Hole No. 11A13

Highway Empire - Coos Bay — County Coos — Sheet 1 of 1

Location Fill's Borrow Site — Prefix 10C-RRV-910

Started 12-28-72 Finished 12-28-72 — Angle vert — Logged By R. D. Hoehne

Engineer Bill Tisen — Driller Walker Brothers — Date

Purpose of hole Explore borrow area — Ground Elev

Drill & sampler type Hand Auger

Drive sampler OD — ID — Hammer wt — Fall

engine size, depth	Bit type, size	water table	% moisture	Foot Blows	Sample Recovered	% Recovery	Depth	Graphic Log	DESCRIPTION COLOR CONSISTENCY Hard - Soft Tough - Brittle Fresh - Weathered TEXTURE: % Gravel, Sand, Fines Estimated PI Samples, type, Depth JOINTS, spacing, strength % WATER RETURN
									0-1' Duff
									1-9½' orange brown, medium grained sand partially cemented with iron stain
									Combined with SD 59390 A
							10		9½-19½ Brownish grey, clean, fine-grained sand. Same as SD 59390 C
							15		
A	wt	water	18'						
							20		19½-20 Partially cemented iron stain zone
									20-21½ Same sand as 9½-19½
									unable to go deeper because water running hole to cave.

Hole No

Oregon State Highway division

SOILS & GEOLOGY EXPLORATION LOG

Project Cape Orange Hwy - Woodland Drive — Hole No. HA #1

Highway Empire - Coos Bay — County Coos — Sheet 1 of 1

Location Fitzpatrick Barrow Pit — Prefix 106-1464-710

Started 12-29-72 Finished 12-29-72 — Angle Vert — Logged By R.D. Hester

Engineer Bill Tison — Driller Hester, Beal & Lehbach — Date

Purpose of hole Explore borrow area — Ground Elev

Drill & sampler type Hand Auger

Drive sampler OD ID Hammer wt Fall

Casing size, depth Bit type, size Water table % moisture Foot Blows Sample Recovered % Recovery Depth Graphic Log	DESCRIPTION COLOR CONSISTENCY Hard - Soft Tough - Brittle Fresh - Weathered TEXTURE: % Gravel, Sand, Fines Estimated PI Samples, type, Depth JOINTS, spacing, strength % WATER RETURN
	0-1' Duff and topsoil
	1-7½ Medium brown silty clay soil
SD 593894	
	7½-15½ Mottled olive brown and white grey silty clay representing complete decomposition of tuffaceous siltstone in underlying Coaledo formation.
SD 593895	
Hit water seam	
	15½-18½ Same material with primarily white grey coloration.
	18½-20' Same material with coloration change to pinkish grey.
	20-23' Dark grey, soft, tuffaceous siltstone.
	Refusal to hand auger at 23'

PROFESSIONAL ENGINEER

File

Ronald E. Stuntzner

PROFESSIONAL FORESTER

1260 GOLDEN COOS BAY, OREGON 97420 TELEPHONE 267-2872

January 15, 1973

RECEIVED
JAN 17 1973
ROSEBURG OR.

Mr. Dick Wilson
Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

Dear Sir:

The following cruise report is on the Fitzpatrick property in portions of the NW¼, Section 27, T.27S., R.13W., Coos County, Oregon, as per your request. The Parcel was cruised on a 30% sampling, continuous strip method. All species were cruised in Scribner Scale by 32 foot logs.

Species	Number of Trees	Bd.Feet-Volume
Douglas fir	411	80,220
Hemlock	120	10,980
Port Orford Cedar	69	4,230
Alder	5	1,000
Total	605 trees	96,430 Bd.Ft.

Stumpage Appraisal

Weighted Delivered Log Values:	% of Stand	x Value Delivered	= Weighted Value
Douglas fir	83	$150/M	$124.50/M
Hemlock	11	$140/M	$15.40/M
Port Orford Cedar	5	$200/M	$10.00/M
Alder	1	$70/M	$0.70/M
Total Weighted Delivered Value			$140.70/M
Less Logging and Hauling			- 40.00/M
Total Weighted Stumpage			$100.70/M

Total Stumpage Value (96.43 M x $100.70/M) = $9,710.50

If there are questions or if I can be of further service, please contact me.

Sincerely yours,

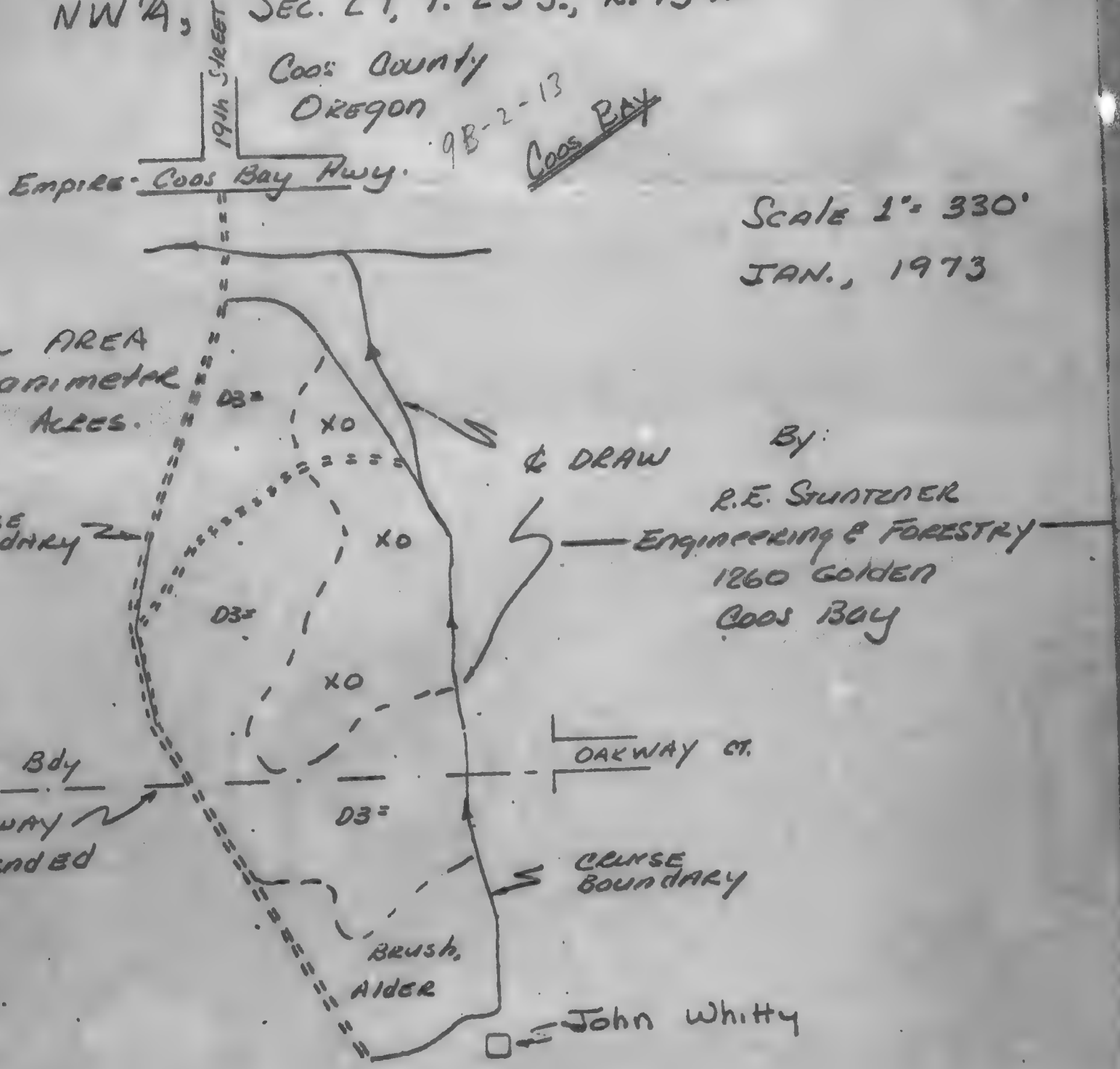
Ronald E. Stuntzner

Ronald E. Stuntzner

TIMBER TYPE MAP — FITZPATRICK

NW 1/4, SEC. 27, T. 25 S., R. 13 W.

Coos County
Oregon



SCALE 1" = 330'

JAN., 1973

& DRAW

By:
R.E. STUNTZNER
ENGINEERING & FORESTRY
1260 GOLDEN
COOS BAY

— LEGEND —

Timber Type Line	— — —
Small Saw Timber 11" TO 24"	D3:
CUTOVER LANDS	XO
Medium Timber Stocking	D3=
EXISTING DIRT ROAD	====

RECEIVED
JAN 15 1973
ROSEBURG R/W

FOREST PROPERTY
Appraisal Report

Taking Timber Only Page ___ of ___ File No. Borrow Area

Remainder County Coos

Total Area: 10.9 acre ± Owner: Coos Bay B.P.O.E.

Coos Bay - Empire Section Cape Arago Highway

GENERAL DESCRIPTION OF PROPERTY

Western portion has a dense stand of Sitka Spruce, Douglas-fir, hemlock and Port Orford Cedar. The stand is so dense that many of the trees are stagnated and many understory trees are dead. In the eastern portion the stand is more open and there are Douglas-firs and Sitka Spruce 24 inches in diameter and larger. Most of these trees are short, limby and of generally poor quality.

MATURE TIMBER VALUE

Type of Stand Second Growth Age ____ Ave. D.B.H. ____

Species	Volume	Value Per MBF	Total Value
Douglas-fir	83,600 Bd. Ft.	$55.00	$4,598.00
Sitka Spruce	47,300 Bd. Ft.	$30.00	1,419.00
W. Hemlock	29,200 Bd. Ft.	$45.00	1,314.00
Port Orford Cedar	9,400 Bd. Ft.	$30.00	282.00
Ore. Red Alder	1,000 Bd. Ft.	$25.00	25.00

TOTAL VOLUME 170,500 TOTAL MATURE TIMBER VALUE $ 7,638.00
Rd $7,650.00

FOREST LAND VALUE

Immature Timber Value

Ave. D.B.H. 7 inch Ave. Height 60 feet Stocking Percent 25.6

Species Composition W. Hemlock, Sitka Spruce, Alder

Acres 10.9 Value per Acre $ 188.00 Total Value $ 2,049.20
Rd $2,050.00

Bare Land Value

Site Index ____ Aspect ____ Soil ____ Drainage ____

Topography ____

Access ____

Comparable Sales ____

Acres ____ Value per Acre $ ____ Total Value $ ____

FOREST LAND ACRES ____ VALUE PER ACRE $ ____ TOTAL VALUE $ 2,050.00

TOTAL FOREST PROPERTY VALUE ---------- $ 9,700.00

Date January 5, 1973 Appraised By John B. Woods
JOHN B. WOODS

Port Orford Cedar	9,400 Bd. Ft.	$30.00	282.00
Ore. Red Alder	1,000 Bd. Ft.	$25.00	25.00

TOTAL VOLUME 170,500

TOTAL MATURE TIMBER VALUE $ 7,638.00
Rd $7,650.00

FOREST LAND VALUE

Immature Timber Value

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Rd $2,050.00

Bare Land Value

Site Index _____ Aspect _____ Soil _____ Drainage _____

Topography _____

Access _____

Comparable Sales _____

Acres _____ Value per Acre $_____ Total Value $_____

FOREST LAND ACRES _____ VALUE PER ACRE $_____ TOTAL VALUE $ 2,050.00

TOTAL FOREST PROPERTY VALUE ---------- $ 9,700.00

Date January 5, 1973

Appraised By John B. Woods
JOHN B. WOODS

Cruised January 4, 1973

FOREST PROPERTY
Appraisal Report

Taking _____ Page ____ of ____ File No. _____

Remainder _____ County _____

Total Area: _____ Owner: _____

_____ Section _____ Highway

Additional Information:

Cruise Method

Timber volumes within the flagged area were determined through a strip cruise in which trees were counted on approximately 25 percent of the total area.

Stumpage Values

Stumpage values are based upon current prices paid for logs and pulpwood in the Coos Bay area.

TRANSACTION NUMBER 1-26

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 1-16-73

BY (Signature): MR. YOUNG'S NOVEMBER 20, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAH ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. 167 THRU ____		FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)	
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST		LOCATION	WORK
167	US 568(2)	2.03	1,200,000	762,700	CAPE ARAGO HIGHWAY - WOODLAWN DRIVE SECTION COOS COUNTY	GRADE, DRAIN, HIGH TYPE PAVEMENT, TRAFFIC SIGNALS.

1-16-73

Young 1-18-73

RECEIVED
STATE HWY ENGR
JAN 17 73
REFER TO
FOR
Info | Laws | R/D | O/R | Sign | Act | File

REMARKS (Division)

DIEHL
JAN 19 1973
FOR FILING

7867

DATE	RECOMMENDED SIGNATURE AND TITLE	DATE	APPROVED SIGNATURE AND TITLE
		1-16-73	G.C. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any oblige-

RECEIVED
NOV 20 1972
FOR FILING
7817

November 20, 1972

TO Executive Department
Federal Aid Coordination Unit

FROM
L. H. Young
Programing Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 72-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Urban Project:

Item No.	Project No.	Section Name
167	US-568(2)	Cane Arago Hwy.-Woodland Dr. (Enc. is copy of letter dated 4-17-70)

JG:bb
Enc.

cc: R. N. Chase
B. L. Gifford

Budget Bureau No. 41-R2067; Approval Ex

U.S. DEPARTME

MONTHLY TRANSACTION NO. 1-26

DATE SUBMITTED TO H. Q. JAN 16 1973

FORM PR-1 (REV. 4-61) 11-20-72

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE
CARD 2	1	St.Rd. Jct. Cape Arago Hwy., SE 2.03 Mi.	ADT	6,400*	12,200	92	10	Oregon	35

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.
CARD 3	Gr., Dr., HT Pave., Trf. Sig.						B-3		US-	568	(2)

CARD 4

CLASS OF FEDERAL FUNDS: Urban

COUNTY NAME: Coos — CODE 011

NAME OF URBAN AREA: Coos Bay

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	246	243	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	REMARKS
1	(1445)	(16	41	42	43 46	53		(54) (58)	(59)	(67)			
5					PE		State Rd. Jct. Cape Arago Hwy., SE 2.03 Mi.						Gr., d... a 56' ... with 4... median... set ea... and up... signal...
5					ROW								
5	30			3	CONST (CODE) 6203	3	"Cape Arago Hwy.- Woodland Dr. Sec."	2.03	1,200,000	762,700	137,300	300,000 (City)	ROW-4... Contro... Park. ... compl...
							PROJECT TOTALS	2.03	1,200,000	762,700	137,300	300,000 (City)	

RECEIVED
COUNTY & CITY SECTION
JAN 17 1973
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☑ UE
☐ DPE ☑ CE ☐ RE ☐ DPE ☐

CARD 1 | CODE 1 | PREPARED BY

1 | 14 | PROGRAM APPROVAL DATES

JAN 16 1973

FHWA OREGON DIVISION

Additional Data: Item No. 1042; Proj... SU-568(1)

USCOMM...

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	6,400*	12,200	92	10	Oregon	35	032	167

CY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
			B-3		US-	568	(2)		

COUNTY NAME: Coos — CODE: 011

ROUTE NO. S — FEDERAL-AID: 246 — STATE: 243 — U.S.:

PROGRAM STAGE: [ ] 1 OR [X] 2

ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
1,200,000	762,700	137,300	300,000 (City)	Gr., dr., H.T. pave. a 56' curbed section with 4-12' lanes, 4' median, 2' curb offset ea. side & adj. and upgrade traffic signal.
1,200,000	762,700	137,300	300,000 (City)	ROW-40' min.; Access Control-partial; Park. Restrictions-complete.

RECEIVED
COUNTY & CITY SECTION
JAN 17 1973
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☑ UE
☐ DPE ☑ CE ☐ RE ☐ RPE ☐

REMARKS

Additional Data: Item No. 1042; Project No. SU-568(1)

-OVER-

USCOMM DUSCOMM-DC 48906-P61

CAPE ARAGO HWY.-WOODLAND DRIVE SEC.
PROJECT NO. US-568(2)

Existing Facility: Two 11' bituminous surface lanes with 3' gravel shoulders.

Adjacent Facilities:

West End: Junction with Cape Arago Highway.

East End: 56' Curbed section with four 12' AC travel lanes, 4' median, 2' curb offset each side (State Project let June 1970).

Project Data: Grade, drain and high-type pavement providing a 56-foot curbed section with four 12-foot travel lanes, 4-foot median, 2-foot curb offset each side and adjust and upgrade traffic signal at junction of Cape Arago Highway. Channelize Cape Arago Highway at junction.

*The DHV is 640 for this project.

Exception to Minimum Standards: None. The design meets the requirement for Urban Highways as set forth in the AASHO publication, "Geometric Design Standards for Highways Other Than Freeways, 1969".

System Action, Airports, Railroads, Water Developments, Historical & Recreational Areas: None involved.

Environmental Statement: A "Negative Environmental Declaration" is being processed under separate action.

Public Hearings: Corridor/Design hearings were held on the "Pony Slough-Central Ave. Sec." and the "Cape Arago Hwy.-Woodland Dr. Sec." on June 15, 1967 and May 14, 1970, respectively. (These two "Sections" are contiguous in that they join near 26th Street which is approx. 0.59 mile northerly of the southerly end of the proposed project.) Certification required by Section 128, Public Hearings, of Title 23, U.S.C., made under the provisions of the Secondary Road Plan.

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C travel
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providing
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1970,
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mile northerly
Certification
le 23, U.S.C.,
Plan.

Location/Design Approval: Granted, under the provisions of the Secondary Road Plan, on "Pony Slough-Central Ave. Sec." prior to January 18, 1969, the effective date of current PPM 20-8, and on "Cape Arago Hwy.-Woodland Dr. Sec." on July 13, 1970.

State and District 7 Clearinghouse: Approval letters dated April 17, 1970 and March 31, 1970, respectively.

Right-of-Way Acquisition and Relocation Assistance Payments: Covered under Federal-aid Project No. SU-568(1), Item No. 1042.

NOTE: On-the job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

RECEIVED
JAN 12 1973
FOR FILING
UTILITY UNIT

RECEIVED
STATE HWY ENGR
JAN 4 '73
REFER TO
FOR
Info | Invest | RHD | O/R | Sign | Act | File

OREGON STATE HIGHWAY DIVISION

7867

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

January 4, 1973

Coos Bay-North Bend Water Board
City of Coos Bay
Pacific Power & Light Company
General Telephone Company
Bay T.V. Company

RE: Delay of Contract
Cape Arago-Woodland Drive Section
Empire-Coos Bay Highway
Coos County

Gentlemen:

In previous correspondence concerning this project, it has been indicated that bids will be opened by the Oregon State Highway Commission on January 25, 1973.

In order to allow the Coos Bay-North Bend Water Board to adjust their facilities, opening of bids on this project has been postponed until February 22, 1973.

The Resident Engineer for this project will be Mr. W. A. Tison, 1198 Airport Way, North Bend 97459, telephone 756-5424. Mr. M. G. Havig is the Regional Utility Engineer, 1523 SE Cobb Street, P.O. Box 1128, Roseburg, Oregon 97470, telephone 672-6541 ext. 241.

Very truly yours,

ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:jly

bc: ~~P~~. B. Klaboe
L. H. Young
F. L. Hall
V. E. Skoog
R. P. Hamilton
J. H. Versteeg
W. A. Tison
M. G. Havig

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FOR FILING
UTILITY UNIT

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OREGON STATE HIGHWAY DIVISION

7867

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6311

January 3, 1973

General Telephone Company
P.O. Box 929
Coos Bay, OR 97420

ATTENTION: Mr. B. C. Hasselman

RE: Telephone Facilities Adjustment
Cape Arago Hwy.-Woodland Dr. Section
Empire-Coos Bay Highway
Coos County

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of December 21, 1972, have been approved by the State. You are hereby authorized to proceed with the work as of January 3, 1973.

Please contact Mr. William Tison, Resident Engineer, 1198 Airport Way, North Bend 97459, telephone 756-5424, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to January 3, 1973, in the amount of $1567.00 will be made in accordance with Paragraph 7g (3) of PPM 20-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Attached you will find a revised list of conflicts totaling eighty-eight (88) in number.

Very truly yours,

T. W. Litchfield
Railroad and Utility Engineer

By Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

bc: F. B. Klaboe
R. N. Chase w/att.
V. L. Gallagher "
V. E. Skoog "
J. H. Versteeg " (2)
W. A. Tison "
R. A. Sandmann "
M. G. Havig "

JMC:jly

J. H. Versteeg Please Note: Please have a State Force Order prepared and submitted for this work.
Prefix No. 106-1023

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UTILITY UNIT

5

OREGON STATE HIGHWAY DIVISION

7867

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

December 28, 1972

Bay T.V. Company
250 S Second Street
Coos Bay, OR 97420

ATTN: Mr. Derrick White

RE: T. V. Cable Conflict
Cape Arago Hwy.-Woodland Dr. Section
Empire-Coos Bay Highway
Coos County

Gentlemen:

Bids will be received by the Oregon State Highway Commission on the above-titled highway project on January 25, 1973. A section of T. V. cable owned by your Company, along the northerly side between Stations 0+00 and 105+00, is contacted on thirty-five (35) Pacific Power and Light poles that conflict with the construction requirements of the subject project and must be adjusted.

Thirty-three (33) of PP&L's poles are located on public road right of way and two (2) on private property. Your facilities are accommodated under a Contact Rental Agreement, therefore, all adjustment costs are non-reimbursable under State policies and procedures, the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a sketch map or maps showing that portion of your facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project to Mr. M. G. Havig, 1523 SE Cobb St., P.O. Box 1128, Roseburg 97470, telephone 672-6541 ext. 241. This information will be forwarded through this office to the Director of Permits for issuance of any necessary permits. A time schedule for accomplishing the work and estimated date of completion should accompany the relocation sketch maps.

FILED
E.R. KLABOE

Also, in submitting your sketch map, please identify the information submitted by reference to this letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, MR. WILLIAM A. TISON, 1198 AIRPORT WAY, NORTH BEND 97459, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. W. A. Tison. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. M. G. Havig.

Very truly yours,

T. W. Litchfield
Railroad and Utility Engineer

By Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:jly
Enclosures

cc: F. B. Klaboe
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
J. H. Versteeg
W. A. Tison
M. G. Havig

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UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

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HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

December 28, 1972

City of Coos Bay
City Hall
Coos Bay, OR 97420

ATTENTION: Mr. Harold A. Leedom

RE: Fire Hydrant & Power Pole Conflicts
Cape Arago Hwy.-Woodland Dr. Section
Empire-Coos Bay Highway
Coos County

Gentlemen:

Reference is made to our letter of December 27, 1972, which set forth certain facilities owned by the City that conflict with the construction requirements of the subject project.

The letter listed Mr. R. A. Sandmann as Resident Engineer, which is in error. The Resident Engineer for this project is Mr. W. A. Tison, 1198 Airport Way, North Bend 97459. All other provisions of our referenced letter remain in full force and effect.

Very truly yours,

F. B. KLABOE

T. W. Litchfield
Railroad and Utility Engineer

By Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:jly
bc: F. B. Klaboe
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
J. H. Versteeg
R. A. SAndmann
W. A. Tison
M. G. Havig

DEPARTMENT
JAN 5 - 1972

OREGON STATE HIGHWAY DIVISION

7867

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 27, 1972

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Cape Arago Highway-Woodland Drive Section
Empire-Coos Bay Highway

LOCATION AND DESCRIPTION OF PROJECT The communities of Coos Bay, Empire and North Bend occupy a roughly triangular land form, bounded on the east and west sides by the estuary of the Coos River system.

Coos Bay and Empire, now combined in a single municipal jurisdiction, form the base of the triangle, with North Bend at the apex. A system of roads binds the communities into a homogeneous unit, in which existing voids are being closed by suburban developments.

Industry generally follows the shoreline, as shipping of logs and lumber and manufactured products is the principal commercial activity. The core area of Coos Bay is highlighted by a contemporary shopping mall, and suburban residences are served by local retail centers.

The Empire-Coos Bay Highway deviates from the basic grid pattern of streets by cutting diagonally across the sand ridges that form the backbone of the enclosed peninsula. It was developed as a short-cut route avoiding the longer trip east and then south from the west side of the district to the center of the business community. There are no paralleling roads for this direction of travel. This precludes any reasonable plan for an alternate route between the project termini.

RECEIVED
JAN 8 - 1973
PLANNING SECTION

At the public hearing held in May 1970, there was no opposition to the proposal and on July 13, 1970, location/design approval was granted by the Federal Highway Administration under the Secondary Highway plan.

The proposal was submitted to the State Clearinghouse for review (A-95 process) and to the Coos-Curry Council of Governments in March 1970. In both reviews the respective governmental agencies expressed approval of the project.

The current project is designed to complete the planned improvement program for the balance of this road, a distance of nearly one and one-half miles. To provide the necessary level of service for the type of traffic using and projected for this route, the road will be constructed as a four-lane, curbed section to match the adjoining section opened to traffic in July 1971. The proposed travel lanes will be 12 feet wide, separated by a four-foot painted median. The outside lanes will have an additional two feet shy distance to the curb, making a total width of 56 feet. All existing streets and driveway approaches will be connected in their present locations. The project will fall mostly on the existing alignment, except where the present curvature or sight-distance is very restrictive and unsafe.

The only major deviation from the present roadway location will occur at the easterly end of the project for a distance of approximately one-quarter of a mile. It is through this short section of the project that the most extensive changes will occur to the natural environment. The area is a shallow upper end of the drainage system, which will be filled to the level (approximately) of the existing roadway. Clearing and grubbing of the natural vegetation which consists principally of a second-growth coniferous timber with an under-story native deciduous vegetation will precede the earthwork. There will be no residential units or business properties affected by construction in this particular area.

EXISTING ENVIRONMENTAL SETTING The community in which this project is planned consists of a series of low, rolling sand ridges with a well-developed drainage system flowing northerly into Pony Slough, a part of the Coos River estuary. The upper drainage basin is almost entirely in the Coos Bay city watershed area and contains two large reservoirs. The earthen dam of the lower reservoir is immediately south of and adjacent to the right-of-way for the project.

The Empire-Coos Bay Highway has essentially three principal functions in the regional transportation system. It is a highway route carrying traffic to the recreational area in the lower estuary and the state parks and scenic points around Cape Arago. It also serves as a commute route for persons working on either side of the penisula, and it is a local service street for the adjacent suburban community.

Traffic averages approximately 6,000 vehicles per day, annually, with over 9,000 per day during the summer months, due to the heavy recreational traffic during that period. It is tributary to the Oregon Coast Highway, US 101 which follows the shoreline of the Pacific Ocean from Southern California to Northwestern Washington.

An evaluation of the proposed construction work by both the Oregon State Fish and Game Commissions indicates no measureable impact on the existing fish or wildlife in the project area.

Much of the section to be improved is in a wooded area, except where cleared for residential or commercial development. A long-range land use plan considers establishment of open space zoning along the route.

Residential development is not dense at the present time, but is expected to be, if the trend for suburban growth continues. There is a scattering of small business enterprises near the westerly end of the project, most of which have adequate setback or usable space to accommodate the required widening to four lanes.

Within the project area there is an ongoing land development program concerning a proposed trailer or mobile home park. An auto wrecking facility is located about midway along the section, and further west is a well-sited memorial park and cemetery. At the easterly end, the project joins an existing four-lane roadway of similar design to the improvement proposed for the subject section.

PURPOSE OF PROJECT

The existing two-lane road is subject to increased usage, generated not only by local growth, but also by the regional trends. The lack of adequate shoulder area, number of lanes and restricted sight distance, plus congestion during peak hours suggests the need for immediate improvement. This is borne out by the transcript of the public hearings, in which all participants responding were in favor of the proposal. The purpose, therefore, is to proceed with the extension of the existing four-lane section to its junction with the Cape Arago Highway in order to expedite the safe and effective movement of traffic.

DISCUSSION OF ENVIRONMENTAL IMPACTS The nature of the impacts associated with this proposal is generally minor, being limited for the most part to removal of narrow strips of frontage from the abutting properties. Other effects are associated with drainage revision and construction activities such as clearing, grubbing and earthwork in connection with the required realignment.

In the acquisition of rights-of-way, which affects nearly 80 individual properties, there are only two residences and two businesses that will be displaced. Many of the properties are undeveloped or have the buildings located at such distance from the road that the loss of a frontage strip is not greatly damaging.

An automobile wrecking yard which consists of a fenced storage area and four buildings will be affected to the extent that the owner is considering phasing out his present activity and redeveloping the remainder.

A large service station at the Cape Arago Highway intersection will lose the service lane to one pump island.

The two residential units to be displaced were, at the time of negotiation, rental properties; one unoccupied and one occupied by a family of five. Relocation in the community is considered to be readily available.

Two other commercial properties will be able to adjust their outdoor display areas to accommodate their activities without any serious loss of trade.

Since the present roadway does not provide shoulder parking except in a very limited way at driveways and mailbox turnouts the proposed design will not impose a significant functional change.

It is anticipated that mail and newspaper deliveries will be made at curbside, but other delivery vehicles such as oil trucks, repair units, and vans will continue to use private driveways for parking. School busses can make pickups without completely stopping the flow of traffic in the opposing lanes.

The removal of native roadside vegetation will not materially affect the quality of the visual environment as it generally regenerates on exposed areas in a short time. Denuded areas such as cut and fill slopes will be initially seeded and mulched in keeping with standard slope protection practices.

This project, when in operation, is expected to generate some increase in local traffic because of improved accessibility and safety in trips to the Coos Bay Central Business District.

Any additional traffic increase or seasonal usage will be due to a general regional growth or to an increase in tourism.

In operation, this project will not produce a significant increase in either adverse air quality or undesirable noise. This is possible because traffic flows, at higher and more uniform speeds, result in less stop-and-go conditions which are responsible for most air and noise pollution factors.

BASIS FOR NEGATIVE DECLARATION The basic concern as reflected in the design of this project is to promote safety and to smooth out the flow of traffic between the central business district and an established suburban area. It is typical of many projects having the same general set of problems, but it differs from most in regard to the degree of overall impact. The transportation plan identifies this road as a major arterial route and the 1990 land use plan indicates a medium density residential classification on the north side along most of the route. The south side will be small intermittent areas of medium density residential interspersed with large parcels of open space backed up with the watershed reserve. The 1990 land use plan also projects a concept of greenway strips between residential groupings which will add to the liveability of the district. The proposed road improvement will complement these future uses without destroying any of the present community values.

It is therefore the opinion of the Oregon State Highway Division that this project does not have a significant adverse effect, and we respectfully request concurrence in this negative declaration of environmental impact.

Endorsement to Oregon State Highway Division

Concur _____ JAN 2 1973
Division Engineer

SJC:dg

cc George M. Baldwin
F. B. Klaboe
E. S. Hunter
F. L. Hall
L. H. Young
R. E. Royer
J. H. Versteeg

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COOS BAY VICINITY

Dec. 1972

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UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7867

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

December 27, 1972

City of Coos Bay
City Hall
Coos Bay, OR 97420

ATTN: Mr. Harold A. Leedom

RE: Fire Hydrant & Power Pole Conflicts
Cape Arago Hwy.-Woodland Dr. Section
Empire-Coos Bay Highway
Coos County

Gentlemen:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on January 25, 1973. Certain facilities owned by the City conflict with the construction requirements of the subject project and must be adjusted.

Attached hereto is a list of eight conflicting fire hydrants and one conflicting power service pole. The eight fire hydrants are located on State Highway right of way under OSHD Permit, and therefore the cost of their relocation is nonreimbursable. The power service pole is located on OSHD right of way, not under permit, therefore the cost of its relocation is reimbursable, pursuant to the terms of ORS 366.321. Reimbursement is made pursuant to State policies and procedures, the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a cost estimate and sketch map for the reimbursable work only and include therewith a time schedule for accomplishing the relocation work and the estimated date of completion to Mr. M. G. Havig, 1523 SE Cobb Street, P.O. Box 1128, Roseburg 97470, telephone 672-6541, extension 241, at the earliest possible date in order to avoid delay in the construction of this project.

Will you also submit a sketch map or maps showing that portion of your existing facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project. This information will be forwarded through this office to the Director of Permits for the issuance of any necessary permits.

Also, in submitting your sketch map, please identify the information submitted by reference to this letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, MR. R. A. SANDMANN, P.O. BOX 606, 290 WEST MAIN STREET, COQUILLE 97423, TELEPHONE 396-2814, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. R. A. Sandmann. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. M. G. Havig.

Very truly yours,

T. W. Litchfield
Railroad and Utility Engineer

By Jack M Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:jly
Enclosures

cc: ~~P. B.~~ Klaboe
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
J. H. Versteeg
R. A. Sandmann
M. G. Havig

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LIST OF CONFLICTS

Utility: City of Coos Bay
Project: Cape Arago Hwy.-Woodland Dr. Sec.
Highway: Empire-Coos Bay Highway
County: Coos

Sheet 1 of 1 Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
Fire Hydrant	11+08	24 ft.	Southerly	X		
" "	16+73	26 ft.	"	X		
" "	20+66	32. ft.	"	X		
" "	26+28	31 ft.	"	X		
" "	31+25	27 ft.	Northerly	X		
" "	36+52	23 ft.	"	X		
" "	39+26	33 ft.	"	X		
" "	71+41	23 ft.	Southerly	X		
Power Service Pole, No #	64+15	28 ft.	Northerly	X		Power Service to a Sewer Pumping Sta.

7867 243

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 26, 1972

SUBJECT: [redacted]
Empire-Coos Bay Highway
Coos County

To: Frank Hall
Design Engineer
S A L E M

As indicated in the attached memo written by our Region Utilities Engineer, we are likely to have considerable conflict with the Coos Bay-North Bend Water Board relocation work on the above section.

Even though plenty of notice was given and the Water Board has known for a long period of time construction was coming up, even the financing of relocation has not been worked out. This means no material has been ordered and no plans have been finalized. At this time, I can see no way that a good share of the relocation work can be done before late summer.

I do not want to delay this project, but want everyone to be aware of potential problems. We should also get something into the Special Provisions calling attention to possible conflicts. We cannot tell precisely what those conflicts will be, but they will involve both relocating and lowering the existing main and the adjustment of services, valves, hydrants and etc.

J. X. WILSON
Region Construction Engineer

JXW/jw
attach.
cc C. T. Keasey
L. H. Young
T. W. Litchfield

1 Hall
2 A. Olson
3 Terpin
Scott
4 Swenson
R. Olson
Trout

RECEIVED
DEC 27 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

J.X.

FORM D-20 (REV. 10-57)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 21, 1972

To: Memo to the file

SUBJECT: Meeting of Dec. 20, 1972 at
Coos Bay-North Bend Water Board
Cape Arago Hwy-Woodland Dr.
Empire-Coos Bay Hwy
Coos County

On Dec. 20, 1972 a meeting was held in the Coos Bay-North Bend Water Board office to discuss the status of financing and planning for the relocation or adjustment of the water boards facilities in conflict with the above project.

In attendance were John Holcomb and myself from the State Hwy and C. W. Heckard, Mg'r., King Phelps, Eng'r and Gilbert King, Sup't all from the water board.

First thing discussed was the status of the financing. Mr. Heckard informed us that the Water Board had approached both the Coos Bay and North Bend City Councils to finance the $100,000 the Water Board claims is required to adjust and relocate subject facilities. We asked Mr. Heckard if he had received any help from the 2 cities. He stated he would not know until the councils meet on Jan. 8 and 9 th of next month, however he did go on to say that he thought he had received a favorable response from the cities for their plea for help. In the end I imagine it will hinge on whether or not the 2 cities have the money available. Mr. Heckard went on to explain they will prepare a bond to be issued to repay the cities, however the bond could not possibly be issued, because of time involved, before June 1, 1973.

Next topic discussed was time estimates required to complete different portions of their conflicting facilities. Mr. Heckard estimated they could commence adjusting the cast iron water main from Sta. 55 to 78 immediately after financing was received and would be completed in 60 days. This also included all portions of the new water main they wish to place from Sta. 72 to 100 that could be installed before the roadbed grading was done. This would allow the States contractor to comence any and all construction except some of the northerly concrete sidewalk from Sta. 55 to the end of the project by Mar. 1, 1972.

Mr. Phelps then stated it would take 120 days (4 mo.) to install the replacement water main for the segment of existing A.C. pipe from Sta. 5 to 55. In this area there is actually only 250

feet of water main in conflict, but it is all A.C. pipe and nearly all of it is close enough to the subgrade that the Water Board is unwilling to risk the possible damage it may incur from construction. The Water Board has also indicated from prior meetings it is impossible to lower this pipe in place. This new pipe from Sta. 5 to 55 is to be placed under the sidewalk area. The Water Board anticipates this portion of the work to be contracted. Mr. Heckard stated they would begin this portion again as soon as the financing is forth coming. Phelps remarked that nothing could be done on this portion for 60 days as this would be the time required to get the pipe ordered and delivered. Please note that at this late stage, despite all the advance warning the Water Board has received, they still have not ordered the necessary new water pipe required for this relocation.

Mr. Phelps did say he was working on the sketches and estimate we have requested with our official legal letter notice of conflicts to be adjusted.

Next, Mr. Phelps informed us the proposed drainage outfall between Sta. 76 and 85 as shown on preliminary plan sheets was not acceptable to the Water Board. Upon inspection of the plans it does appear the outfall of the drainage pipes in this area will flow towards the toe of the earth dam on Pony Creek that lays adjacent to our southerly R/W line. I have discussed this with J. X.Wilson and he suggested we have Bill Tison research and advise the region office.

Both Phelps and Heckard then went on to say they still want a left turn refuge provided at the Water Boards access. They stated they disagree with Mr. Clarks investigation and recommendation.

This was all that was discussed at the meeting, but I would like to add that no matter when this contract is awarded the Water Board is going to have the same number of Water Service connections, valves, and fire hydrants to adjust during the life of the contract. There is also approximately 2500 feet of new water main the Water Board wishes to install which will have to be after the subgrade is completed. This will all have to be coordinated between the Water Board and the States Contractor. In addition it should be pointed out no work being done by Water Board should hinder or interfere with any clearing operations from the States Contractor.

Very Truly yours,

J. H. Versteeg
Region Eng'r.

by M. G. Havig
Reg. Util. Eng'r.

MGH/jp
cc T. W. Litchfield
Bill Tison

7967

2/3

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 22, 1972

SUBJECT: Proposed Borrow Source
Cape Arago-Woodland Dr. Sec.
Coos County

To: Frank Hall
Design Engineer
S A L E M

Attention Frank Terpin

Attached is a copy of the original option on B.P.O.E. property proposed for a borrow source for the above project. Also included is a copy of the assessor's map showing the limits of the property and proposed haul road location. The Elks have also given us a plan and X-sections worked up by a consulting firm, setting forth approximate limits to which excavation is to be made. There is no question that the required yardage of material will be available from this tract.

The final option form will be completed and submitted in the near future along with Deed copies, etc. If anything further is required on this tract, please let me know.

A signed option on another proposed borrow source is now in the mail to us and we will forward this material as soon as it is received.

J. X. WILSON
Region Construction Engineer

JXW/cw
Attach.

cc W. A. Tison
L. W. Riley

1 Hall
A. Olson
2 Terpin
Scott
Swenson
R. Olson

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DEC 26 1972
DESIGN SECTION

Requires Reply ☐
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W. E. COLE

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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

December 21, 1972
Salem, OR 97310

To: L. H. Young
Programming Engineer

SUBJECT: Utility Status Report
for January 25, 1972 Letting

The status of negotiations for the utilities on the following FAH project for the above letting is as follows:

CAPE ARAGO HIGHWAY-WOODLAND DRIVE SECTION
Project No. US-568(2)

NOTED R. B. KLABOE

Grade and Pave

City of Coos Bay - The City has nine fire hydrants in conflict with the proposed construction. The City has been contacted and has verbally agreed to accomplish the required relocation of its fire hydrants. In addition to the relocation work, the City will install 15 additional hydrants within the limits of the project. The City is entitled to reimbursement for relocation of one hydrant, for an estimated cost of $250. Federal aid participation will not be requested in the relocation costs. No delay to the project is anticipated.

Pacific Power & Light - PP & L has aerial facilities on 63 poles which conflict with the proposed construction. Twenty-two of the conflicting poles are owned by General Telephone Company and 41 by PP & L. P P & L has been advised by our letter of October 26, 1972, of their conflicts and are presently working on a relocation plan and estimate of cost. P P & L is entitled to reimbursement for approximately 10% of the relocation costs or $6500. Federal aid participation will not be requested. It is anticipated that relocation will start on about January 15, 1973, and will require 20 work days to complete. No delay to the project is anticipated.

General Telephone Company - Has facilities located on 52 of their own poles and 36 P P & L poles which will conflict with the proposed construction. General Telephone Company has been adivsed of their conflicts by our letter of November 1, 1972, and is presently working on the relocation plan and estimate. They plan on relocating 1/3 of their poles and will contact P P & L poles for the remainder of their relocation. It is estimated that relocation will be started about February 1, 1973, and will require 45 days to complete or on about March 15, 1973. The estimated cost to the State is $2,000, for which Federal aid participation will not be requested. No delay to the project is anticipated.

Bay Television - Bay TV has cable facilities contacted on P P & L poles throughout the project, that will require relocation as P P & L facilities are adjusted. Bay TV has been contacted and has verbally agreed to adjust their facilities as necessitated by P P & L's relocation. Their work will be accomplished at no cost to the State. No delay to the project is anticipated.

Coos Bay-North Bend Water Board - The Board has approximately 1900 feet of water main and 60 water services in conflict with the proposed construction. The City was advised of their conflicts by our letter of December 8, 1972. The Board is entitled to reimbursement for the relocation of the water services at an estimated cost of $4,000, for which Federal aid participation will not be requested. Presently there is approximately 5,000 feet of asbestos concrete water pipe in service between Station 5+00 and 55+00, of which 250 feet are in conflict with the proposed construction. The Board feels that the asbestos concrete pipe may not stand up under the weight of the construction equipment, and therefore, plans to relocate the whole 5,000 feet of pipe. The pipe will be relocated to an area behind the proposed sidewalk. All other conflicts with the construction can be eliminated by lowering the pipe. In connection with the proposed construction, this Board will also be installing new water main between Station 70+00 and 100+00. The bulk of the Board's construction will be accomplished during the life of the contract. It is estimated that the relocation of the 5,000 feet of AC pipe will begin on about January 10, 1973, and require four months to complete. The remainder of the relocation work will be accomplished in approximately 60 days. Coordination with the State's contractor will be required to minimize delay. The extent of delay, if any, can not be determined until the contractor's plan of operation is known.

I certify to the best of my knowledge that the above statements are correct in regard to utility negotiations for the projects scheduled for letting on January 25, 1973.

T. W. Litchfield
Railroad and Utility Engineer

By Jack M Cartwright

Jack M. Cartwright
Utility Office Engineer

RECEIVED
STATE HWY ENGR
DEC 22 '72
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

JMC:jly
cc: F. B. Klaboe
F. L. Hall
V. E. Skoog
D. H. Moehring
C. C. Swanson
R. N. Chase (5)

RECEIVED
DEC 18

FOR FILING

OREGON STATE HIGHWAY DIVISION

7867

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 14, 1972

RECEIVED
STATE HWY ENGR
DEC 15 '72
REFER TO
FOR
Info | Invs | R/D | R/R | Str | Act | File

TO: Mr. G. L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED
K. A. CHATWOOD

FROM: K. A. Chatwood
Administrative Right of Way Agent

SUBJECT: S-23-015(?)
Adrian (Snake River) Bridge Section
Succor Creek (Parma Spur) Highway
Malheur County

SU-568(1)
Cape Arago-Woodland Drive Section
Empire-Coos Bay Highway
Coos County

Mr. Leo Ouesnel of your office inquired of this office regarding public notices published in local newspapers on the above-named projects.

Attached are letters from Right of Way Supervisors H. W. Snell and Leonard Riley regarding the notices. Two properties were involved in Relocation Benefits on the Adrian Bridge Section; three properties were involved with Relocation Benefits on the Cape Arago Section. All have been completed but one, a junk yard with an occupied apartment.

Attachments

CC Tom Edwards w/attachments
F. B. Klaboe w/attachments
L. H. Young w/attachments
V. E. Skoog w/attachments
M. R. Mitchell w/attachments

NOTED
F. B. KLABOE

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
November 30, 1972

RECEIVED
DEC 1 1972
RIGHT OF WAY

SUBJECT: Public Notice
Cape Arago-Woodland Drive Section
Empire-Coos Bay Highway
Coos County

To: Mr. D. H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

ATT: Mr. K. A. Chatwood

Following your telephone call, I have gone through our general correspondence file completely and failed to find an order for the required newspaper notice regarding relocation on this project.

The matter of relocation benefits was explained fully, of course, at the corridor and design hearing on May 14, 1972 at the Coos Bay City Library. However, I believe the matter of public notice in the newspaper was overlooked.

L. W. Riley
Right of Way Supervisor

LWR:slw

NOTED
K. A. CHATWOOD

7867

7. Hall
2/3

(REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 11, 1972

J. H. Versteeg
Region Engineer
OFFICE

SUBJECT: Traffic Conditions
[redacted]
Access to Coos Bay-North Bend Water Board
Woodland Drive-Cape Arago Highway Project

The Coos Bay-North Bend Water Board some weeks ago contacted Martin Havig, Region Utilities Engineer, and asked that this office investigate the need for a left turn refuge that could be added to the contract now in preparation.

Such an installation was denied when the Water Board relocated to its present location several years ago. I do not recall if we offered to allow them to construct such a facility at their own cost or not.

Attached is a 16 hour Manual Turning Movement Count showing that 101 vehicles made the left turn from the highway to the Water Board's access (east to south). The hourly counts show that 20 of these movements were between 7 and 8 A.M. and 15 between 4 and 5 P.M. This appears to be employees. The other hourly volumes during the normal working day is very low (11 or less per hour).

As a result of this investigation and the fact that a four lane facility is being planned, no left turn refuge should be planned at this location.

It is suggested that Mr. Havig contact the Water Board and advise them of our findings or that a letter from this office be sent to the Board.

GLEN L. CLARK
Region Traffic Engineer

GLC/jw
attach.
cc. L. E. George
Frank Hall
R. A. Sandmann

Hall
A. Olson
Serpin
Scott
Swanson
R. Olson
Trout

RECEIVED
DEC 13 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

REG. MAINT. ENGR.
DEC 12 1972

OTED
E. COLE

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

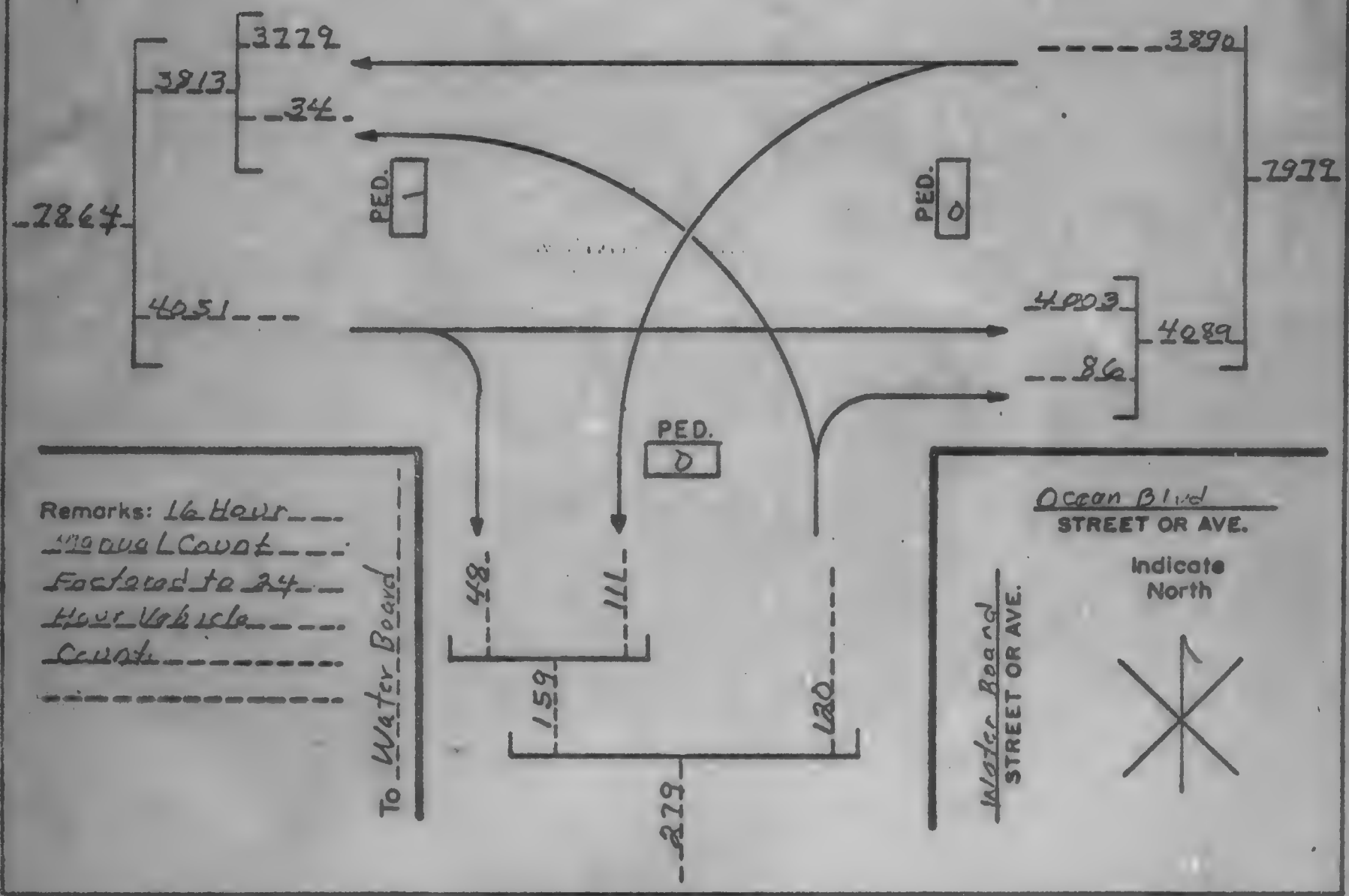
DATE Nov. 28-29-1972
DAY OF WEEK Tues.-Wed.
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6:00A-10:00P
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6:00A-10:00P
WEATHER Rain-Clear

CITY OR COUNTY Coos Bay
INTERSECTION OF Empire-Coos Bay
Hwy. No. 243 - S. Entrance to Water Board
MILE POST 1.61
CLASSIFICATION All Vehicles

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	8061	100
ENTERING FROM SOUTH	120	1
ENTERING FROM EAST & WEST	7941	99

[5]

TO ---------- TO ----------



OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Nov 28-29 1972
week Tues.-Wed
counted 6:00 A. 10:00 P
r Rain - Clear

City or County Coos Bay
Intersection Empire-Coos Bay Hwy No 243
at Entrance to Water Board
Mile Post 1.61
Classification

Classification All Vehicles

SUMMARY BY MOVEMENTS												From North and South	Per Cent of Total	From East and West	Per Cent of Total	ENTERING VOLUMES - SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL					North	East	West	South	North	East	West	South
					61	144		2			207	2	1	205	99		61	144	2				
					190	358	20	2	7		577	2	1	575	99		210	365	2				
					154	205	9	11	3	3	385	14	4	374	96		163	211	14	1			
					152	206	4	3	5	3	373	6	2	367	98		156	211	6				
					135	189	6	2	5	6	343	8	2	335	98		141	194	8				
					263	247	11	6	7	5	539	11	2	528	98		274	254	11				
					265	297	11	13	3	3	592	16	4	576	96		276	300	16				
					262	266	6	11	3	3	551	14	3	537	97		268	269	14				
					261	292	9	8	3	1	574	9	2	565	98		270	295	9	4			
					342	291	6	9	3	3	654	12	2	642	98		348	294	12				
					416	354	15	7	2		794	7	1	787	99		431	356	7			1	
					324	247		1	1	3	596	4	1	582	99		334	248	4				
					197	193	1	1			393	1	1	391	99		198	193	1				
					157	188	1	1	1		348	1	1	347	99		158	189	1				
					133	80	1	1	1	1	217	2	1	215	99		134	81	2				
					113	79	1				193			193	100		114	79					
					3779	4003	111	86	48	34	8061	120	1	7941	99		3890	4051	120				
					3435	3639	101	78	44	31	7328	109	.1	7219	99		3536	3683	109	5		1	

Tabulated by WD
Checked by WJS

Ent. To Water Board St. is North and South
Empire - Coos Bay Hwy 243 St. is East and West

Rev 3'70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date Nov 28-29 1972

Day of week Tues.-Wed

Hours counted 6:00 A. 10:00 P

Weather Rain - Clear

Classification All Vehicles

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL			
A.M.	6:00- 7:00							61	144		2			207	2	1	205
	7:00- 8:00							190	358	20	2	7		577	2	1	575
	8:00- 9:00							154	208	9	11	3	3	388	14	4	374
	9:00-10:00							152	206	4	3	5	3	373	6	2	367
	10:00-11:00							135	189	6	2	5	6	343	8	2	335
	11:00-12:00							263	247	11	6	7	5	539	11	2	528
	12:00- 1:00							265	297	11	13	3	3	592	16	4	576
P.M.	1:00- 2:00							262	266	6	11	3	3	551	14	3	537
	2:00- 3:00							261	292	9	8	3	1	574	9	2	565
	3:00- 4:00							342	291	6	9	3	3	654	12	2	642
	4:00- 5:00							416	354	15	7	2		794	7	1	787
	5:00- 6:00							334	247		1	1	3	586	4	1	582
	6:00- 7:00							197	193	1	1			392	1	1	391
	7:00- 8:00							157	188	1	1	1		348	1	1	347
	8:00- 9:00							133	80	1	1	1	1	217	2	1	215
	9:00-10:00							113	79	1				193			193
	10:00-11:00																
	11:00-12:00																
A.M.	12:00- 1:00																
	1:00- 2:00																
	2:00- 3:00																
	3:00- 4:00																
	4:00- 5:00																
	5:00- 6:00																
24-Hour total .								3779	4003	111	86	48	34	8061	120	1	7941
16-Hour total .								3435	3639	101	78	44	31	7328	109	.1	7219
-Hour total .																	
Control . . .																	
Factor . . .																	

Ent. To water Board St. is North and South

Empire - Coos Bay Hwy 243 St. is East and West

RECEIVED
DEC 13 1972

FOR FILING
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7867

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

December 7, 1972

Coos Bay-North Bend Water Board
2305 Ocean Blvd.
Coos Bay, OR 97420

ATTENTION: Mr. C. W. Heckard

RE: Water Main Conflicts
Cape Arago Hwy-Woodland Dr. Sec.
Empire-Coos Bay Highway
Coos County

Bids will be received by the Oregon State Highway Commission on the above-titled highway project on January 25, 1973. Certain facilities owned by your company conflict with the construction requirements of the subject project and must be adjusted.

Attached hereto is a list of four (4) conflicting segments of water main, all of which are located on State Highway right of way under OSHD permit and, therefore, their adjustment is non-reimbursable under State policies and procedures, the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a sketch map or maps showing that portion of your facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project to Mr. Martin G. Havig, 1523 SE Cobb Street, P.O. Box 1128, Roseburg 97470. This information will be forwarded through this office to the Director of Permits for issuance of any necessary permits. A time schedule for accomplishing the work and estimated date of completion should accompany the relocation sketch maps.

Also, in submitting your sketch map, please identify the information submitted by reference to this letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, MR. W. A. TISON, P.O. BOX 576, 127 S. MAIN STREET, CONDON 97823, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. W. A. Tison. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. M. G. Havig.

Very truly yours,

T. W. Litchfield
Railroad and Utility Engineer

By Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:jly
Enclosures

cc: G. L. Green
F. B. Klaboe
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
J. H. Versteeg
W. A. Tison
M. G. Havig

RECEIVED
STATE HWY ENGR
DEC 8 '72
REFER TO
FOR
Info | Invest | R/D | C/R | Sign | Act | File

LIST OF CONFLICTS

Utility: Coos Bay-North Bend Water Board
Project: Cape Arago Hwy.-Woodland Dr. Sec.
Highway: Empire-Coos Bay
County: Coos

Sheet 1 of 1 Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
8" Water Main	12+50	19 ft.	Southerly	X		A.C. Pipe
	14+00	19 ft.	"	X		
12" Water Main	51+00	28 ft.	Northerly	X		Cast Iron Pipe
	60+00	9 ft.	Southerly	X		
12" Water Main	69+50	11 ft.	"	X		Cast Iron Pipe
	76+50	11 ft.	"	X		
2" Water Main	71+39	Lt. & Rt.		X		Galvanized Pipe Highway Crossing

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NOV 21 '72

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

C. L. Orcutt, Division Engineer DATE November 20, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration

7847

FROM L. H. Young
Programming Engineer

SUBJECT: Program Data Submission
Project US-568(2)

We are submitting program data for one Urban "C" Project, Item No. 167, Project No. US-568(2), "Cape Arago Highway--Woodland Drive Section", which we desire to have included in the Federal-aid Urban Highway Program.

This project has been selected by the State Highway Division and local authorities in cooperation with each other as required by the Federal-aid Act.

It is our present intention to receive bids for this project on January 25, 1973.

Enclosed is one copy each of State and District 7 Clearinghouse letters of approval dated April 17, 1970 and March 31, 1970, respectively.

A "Negative Environmental Statement" is being submitted, as a separate action, under the provisions of PPM 90-1.

JG:bb

Enclosures

Budget Bureau No. 41-R2067; Approval Expi

U.S. DEPARTMEN
BUREAU OF

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO H. Q.

FORM PR-1 (REV. 4-61)

11-20-72

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER: 1 (18) (20)	PROJECT LOCATION (65 typewriter spaces): St.Rd. Jct. Cape Arago Hwy., SE 2.03 Mi. 21 68	ADT	PRESENT: 6,400*	FUTURE: 12,200 (69)	YEAR: 92 (70) (71) (72)	REGION: 10	STATE NAME: Oregon	STATE CODE: 35 (2) (3)				
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr., Dr., HT Pave., Trf. Sig. 23 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER: PREFIX LETTER(S): US- (14) 29	NUMBER: 568 (7)	SEQ. NO.: (2) 13		
CARD 4	CLASS OF FEDERAL FUNDS: Urban						COUNTY NAME: Coos		CODE: 011 (14) (16)				
	NAME OF URBAN AREA: Coos Bay 17-31						ROUTE NO. S	FEDERAL-AID: 246 (32)	STATE: 243 (36) (37)	U.S. (41)			

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHA PRO (Ful
1	(1415)	(18	41	42	43 46	53		(54) (58)	(59) 66	(67) 76			
5					PE		State Rd. Jct. Cape Arago Hwy., SE 2.03 Mi.						Gr., dr a 56' c with 4- median, set ea. and upp signal.
5					ROW								
5					CONST (CODE) 6203		"Cape Arago Hwy.-Woodland Dr. Sec."						
								2.03	1,200,000	762,700	137,300	300,000 (City)	ROW-40' Control Park. P complet
							PROJECT TOTALS	2.03	1,200,000	762,700	137,300	300,000 (City)	

CARD 1	CODE 1	PREPARED BY	REMARKS
1	14	PROGRAM APPROVAL DATES	(15) (23) (24) (33)

Additional Data: Item No. 1042; Proje
SU-568(1)

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

-72

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
03 Mi.	ADT	6,400*	12,200	92	10	Oregon	35	032	167

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI. DESIG.
					US-	568	(2)	

COUNTY NAME: Coos — CODE: 011

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S — FEDERAL-AID: 246 — STATE: 243 — U.S.:

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Gr., dr., H.T. pave. a 56' curbed section with 4-12' lanes, 4' median, 2' curb offset ea. side & adj. and upgrade traffic signal.
2.03	1,200,000	762,700	137,300	300,000 (City)	ROW-40' min.; Access Control-partial; Park. Restrictions-complete.
2.03	1,200,000	762,700	137,300	300,000 (City)	

REMARKS

Additional Data: Item No. 1042; Project No. SU-568(1)

-OVER-

USCOMM DUSCOMM-DC 46905-P81

CAPE ARAGO HWY.-WOODLAND DRIVE SEC.
PROJECT NO. US-568(2)

Existing Facility: Two 11' bituminous surface lanes with 3' gravel shoulders.

Adjacent Facilities:

West End: Junction with Cape Arago Highway.

East End: 56' Curbed section with four 12' AC travel lanes, 4' median, 2' curb offset each side (State Project let June 1970).

Project Data: Grade, drain and high-type pavement providing a 56-foot curbed section with four 12-foot travel lanes, 4-foot median, 2-foot curb offset each side and adjust and upgrade traffic signal at junction of Cape Arago Highway. Channelize Cape Arago Highway at junction.

*The DHV is 640 for this project.

Exception to Minimum Standards: None. The design meets the requirement for Urban Highways as set forth in the AASHO publication, "Geometric Design Standards for Highways Other Than Freeways, 1969".

System Action, Airports, Railroads, Water Developments, Historical & Recreational Areas: None involved.

Environmental Statement: A "Negative Environmental Declaration" is being processed under separate action.

Public Hearings: Corridor/Design hearings were held on the "Pony Slough-Central Ave. Sec." and the "Cape Arago Hwy.-Woodland Dr. Sec." on June 15, 1967 and May 14, 1970, respectively. (These two "Sections" are contiguous in that they join near 26th Street which is approx. 0.59 mile northerly of the southerly end of the proposed project.) Certification required by Section 128, Public Hearings, of Title 23, U.S.C., made under the provisions of the Secondary Road Plan.

Location/Design Approval: Granted, under the provisions of the Secondary Road Plan, on "Pony Slough-Central Ave. Sec." prior to January 18, 1969, the effective date of current PPM 20-8, and on "Cape Arago Hwy.-Woodland Dr. Sec." on July 13, 1970.

State and District 7 Clearinghouse: Approval letters dated April 17, 1970 and March 31, 1970, respectively.

Right-of-Way Acquisition and Relocation Assistance Payments: Covered under Federal-aid Project No. SU-568(1), Item No. 1042.

NOTE: On-the job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

Coos Bay

November 15, 1972
(date)

Mr. G. W. Ulett
Public Works Director
City Hall
Coos Bay, Oregon 97420

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway Empire-Coos Bay No. 243

Section Cape Arago Hwy-Woodland Drive: Grade & Pave (Coop. Proj.)

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes [ ] No [XX]

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION
NOV 20 1972
[✓] ENGR. [✓] COOR. [✓] CE [ ] RE [✓] UE
[✓] UPE [✓] CE [ ] RE [ ] RPE

November 16, 1972
(date)

By Geo. W. Ulett
Public Works Director
City of Coos Bay

By _____
Commissioner

By _____
Commissioner

cc: L. H. Young
Attn: Duane Ridings

RECEIVED
NOV 1 1972
FOR FILING

7867

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 13, 1972

TO FILE

FROM F. B. Klaboe
Deputy State Highway Engineer

SUBJECT Cape Arago Highway-Woodland Drive Section
Project No. S-568(-)
Empire-Coos Bay Highway (No. 243)
Coos County

I certify in behalf of the Oregon State Highway Division that public hearings were held by the Oregon State Highway Division relative to the proposed highway projects on the "Pony Slough-Central Avenue Section" and the "Cape Arago Highway-Woodland Drive Section" (which are contiguous) of the Empire-Coos Bay Highway in Coos County on June 15, 1967 and May 14, 1970, respectively, in the Coos Bay City Library and that the Highway Division and local authorities in cooperation with each other have considered the social and economic effects of the project, its impact on the environment, and its consistency with the goals and objectives of future planning for the immediate and adjacent areas and communities.

JG:ed

cc: Tom Edwards
E. S. Hunter
L. H. Young
V. D. Wolfe
F. L. Hall
H. S. Cox
R. N. Chase
B. L. Gifford

RECEIVED
NOV 1 1972
FORM E-20 (REV. 10-60)
FOR FILE

S
W

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
November ~~7~~ 10, 1972

7867

To: A. E. Johnson
Asst. State Highway Engineer
S A L E M

SUBJECT: Engineering Personnel
Region III

We are attempting to determine our engineering personnel needs over the next few months. These needs are tied to the contract letting of the Cape Arago Highway-Woodland Drive project in Coos Bay and the Winston-Shady Project in Douglas County. Present contract schedule has January and February lettings for these two projects. when. March or April

Rumor has it that it will require six to eight months to get these environmental impact statements cleared. This would move the contract letting for these projects up to the middle of 1973. This in turn shifts our personnel needs up from January 1973 to June 1973.

If you have any additional information on this subject, we would appreciate hearing about it so we can make a more realistic personnel needs projection.

cy Rec'd 11-13-72

J. H. Versteeg 11-10-72
J. H. VERSTEEG
Region Engineer

JHV/cw

cc E. S. Hunter
C. T. Keasey

Cape Arago Hwy - Woodland Dr - Jan. '73
Winston - Shady Proj - prob. March or Apr '73
This info phoned to Versteeg this date.

RECEIVED
NOV 9 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
NOV 8 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

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FOR FILING
7867

November 8,1972

To Oregon State Highway Commission

From F. B. Klaboe
Deputy State Highway Engineer

Subject Supplemental Agreement with Coos Bay
Coos Bay-Empire Highway

On the agenda for the December 12 meeting will be a letter-form supplemental agreement with the City of Coos Bay covering a deferred payment schedule on an upcoming project.

In December 1966, the State and City entered into an agreement for a jointly financed construction project on the Cape Arago Highway-Woodland Drive Section of the Coos Bay-Empire Highway, to be on a 25 percent City-75 percent State cost basis.

The project is currently scheduled for letting in January 1973, at an estimated cost of $1,500,000. The City's estimated share is $375,000.

This supplemental agreement will allow the City to pay its portion of the cost by making an initial $75,000 deposit on or before June 1, 1973, and four additional $75,000 payments by June 1 of the subsequent years 1974 through 1977. Final payment adjustment is to be on the basis of itemized statements of actual cost.

I recommend your approval of the agreement and request authorization for the Secretary to sign it for and on your behalf.

cc C. W. Head
George M. Baldwin
Tom Edwards
R. L. Schroeder
L. H. Young
V. E. Skoog
H. S. Cox
J. H. Versteeg
Gary Ross
Gary Sund

DNH:mm ms

cc: F. B. Klaboe
R. L. Schroeder
J. H. Veratsey

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OREGON STATE HIGHWAY DIVISION

C 7867

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 3, 1972

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STATE HWY ENGR
NOV 6 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Insp | Agt | File

Mr. Harold Lundeen
Coos Bay City Manager
P.O. Box X118
Coos Bay, Oregon 97420

Dear Hal;

We have received the letter-form agreement regarding deferred payments over a five-year period on the upcoming Ocean Boulevard project (Cape Arago Highway-Woodland Drive Section).

The agreement will be on the Highway Commission agenda for December, and after approval, a fully executed copy will be returned for the City's records.

It has indeed been a great pleasure working with you as City Manager of Coos Bay and we are looking forward to our continued association with you as Albany Public Works Director. Coos Bay's loss is certainly Albany's gain. Good Luck!

NOTED
F. B. Klaboe

Very truly yours,

George M. Baldwin
Administrator of Highways

By

D W Harwell

D. W. Harwell
Assistant Engineer
County and City Section

DWH:mm

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GAME COMMISSION

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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Other

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

7867

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

October 31, 1972

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OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention Mr. Frank L. Hall

Gentlemen:

Our district fishery biologist, Mr. Edward Schwartz, has reviewed the plans for the Cape Arago Highway-Woodland Drive Section of the Empire-Coos Bay Highway. He reports that the proposed work will not have any adverse effects on the water or fishery resources of the area.

Very truly yours,

Ralph L. Swan

Ralph L. Swan
Staff Biologist
Fishery Habitat

NOTED
E. S. HUNTER

cc's sent 11/2/72:

E. S. Hunter
L. H. Young
W. J. Hart
W. H. Tebeau
C. G. Swenson
F. E. Terpin, J. H. Versteeg (2)
RLS:ae

cc: W. E. Pitney
J. E. Mors
B. E. Carnegie
E. H. Schwartz

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OFFICE OF
ADMINISTRATOR OF HIGHWAYS

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OREGON STATE HIGHWAY DIVISION

77867

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 12, 1972

Mr. Thomas E. Kruse
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

Gentlemen:

To comply with Modification No. 1 dated May 19, 1965, of our Memorandum of Understanding dated September 12, 1963, herewith, are preliminary plans for the following projects scheduled for contract letting January 25, 1973.

1. Cape Arago Highway-Woodland Drive Section
   Empire-Coos Bay Highway
   Coos County

2. Hogan Road-Boring Section
   FAS 129
   Clackamas County

Your special attention and recommendations will be appreciated.

NOTED
E. S. HUNTER

Very truly yours,

George M. Baldwin
Administrator of Highways
By: Frank L. Hall

Frank L. Hall
Design Engineer

cc: E. S. Hunter
L. H. Young
W. J. Hart (2)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (2)
J. H. Versteeg (2)
L. W. Rulien (2)

Encl.

RECEIVED
OCT 26 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SNK 1-19-72

Dear Frank,
We anticipate no fishery conflicts on these projects & they are approved.
BURT

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OCT 6 - 1972

OREGON STATE HIGHWAY DIVISION

7867

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 5, 1972

Mr. Hal Leedom
City Manager
City Hall
P. O. Box 1118
Coos Bay, Oregon 97420

RECEIVED
STATE HWY ENGR
OCT 5 '72
REFER TO
FOR
Info | Insp | R/D | D/R | Eff | Att | Etc

Dear Hal,

Your letter of September 29 regarding financial arrangements of City on the Coos Bay-Empire Highway, Cape Arago-Woodland Drive Section, has been discussed with our Administration and Legal personnel and found to be in the interest of both parties.

The agreement has been modified (second sheet) from that sent you September 25 and in that regard, please destroy the page 2 as previously sent, and replace it with this revision.

Your earliest consideration and attention would be appreciated regarding this matter.

Very truly yours,

George H. Baldwin
Administrator of Highways

By D. N. Harwell ljt

D. N. Harwell
Asst. County and City Engineer

DNH:ljt

Encl.

bc: F. B. Klaboe (Per my letter of 10/2/72.)
R. L. Schroeder "
L. I. Lindas "

FORM E-50 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

October 2, 1972

SUBJECT: Revised/Modified Agreement
Coos Bay-Empire Hwy. #243
Cape Arago-Woodland Drive Sect.
City of Coos Bay

To: Mr. F. B. Klaboe
Deputy State Highway Engineer

B U I L D I N G

Herewith is a copy of a letter from Mr. Leedom, received this date, requesting modification of the pending agreement submitted to City last week for the financial arrangements regarding City's payment for their share of subject section of highway.

I discussed this with Mr. Leedom on Friday and said the agreement already provides for the request of "gas tax" funds for repayment; however, he indicated it was at the request of the City Attorney we change.

If you and Mr. Lindas concur, we will modify the pending agreement accordingly. OK by Admin/Legal

H. S. Cox
County and City Engineer

By D. H. Harwell
D. H. Harwell
Assistant Engineer

NOTED
R. L. SCHROEDER

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OCT 4 - 1972
☐ ENGR. ☑ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE

DNH:ljt

Att.

cc: L. I. Lindas (w/att.)

NOTE
10-4-72
RL Schroeder discussed matter with Klaboe & McKinney, They agree. to change - however McKinney doesn't like the procedure we use as it is not in the best interest & possibly contrary to Law!?
Don H.

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OCT 3 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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Coos Bay

CITY OF COOS BAY

P. O. BOX 1118
COOS BAY, OREGON 97420

September 29, 1972

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COUNTY & CITY SECTION
OCT 2 1972
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ MC
☐ MPE ☑ CE ☐ RE ☐ RPE ☐

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Don Harwell, City-County Relations Office

Subject: Financial Arrangements, Coos Bay-Empire Highway #243
Cape Arago-Woodland Drive Section

Dear Don:

As I explained to you by phone today, our City Attorney, Jim Bedingfield, has some concern regarding the form of the agreement in question. I am enclosing a copy of a letter to the Highway Division's attorney, Mr. Lindas.

I also discussed this matter with Mr. Bedingfield and he has suggested a modification or addition to the last paragraph of the letter of agreement reading as follows:

> If the City cannot meet the requirements of the payment schedule, the appropriate amount shall be withheld from the State gas tax receipts. In no event shall payments due from the City be considered a general debt of the City. The credit of the City is not available for payment of the sums specified. The Highway Commission shall look only to future gas tax receipts payable to the City for payment of all sums due to the State as specified above. The City may, however, pay portions of the total contribution required above from other funds available to the City.

agree

I would appreciate it if you would let Fred Klaboe know of this "hitch" and contact Mr. Lindas to fill in the details. Mr. Bedingfield wants to make sure the State knows of our Charter limitation as well as protect the two parties from any possible misinterpretation in the future.

Let me know if there are any problems and we will see what can be done to resolve them.

Very truly yours,

Herold A. Leedom
City Manager

Enclosure

City With A Future

BEDINGFIELD AND BEDINGFIELD
ATTORNEYS AT LAW
FITZPATRICK BUILDING
COOS BAY, OREGON 97420

P. O. BOX 29
TELEPHONE 267-2101

J. B. BEDINGFIELD
JAMES B. BEDINGFIELD, JR.

GORDON A. JOELSON
ROGER GOULD

September 29, 1972

RECEIVED
COUNTY & CITY SECTION
OCT 2 - 1972
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Mr. Leonard Lindas, Chief Counsel
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Lindas:

The undersigned is City Attorney for the City of Coos Bay, Oregon.

Your department is presently preparing a contract by the terms of which the City of Coos Bay will agree to pay to the State Highway Department a portion of the gasoline tax moneys owing to the City of Coos Bay over the next several years in order to provide funds for the City of Coos Bay to participate in the project for the improvement and widening of Ocean Boulevard at its westerly end. This project has already been completed at its easterly end.

The City Charter of the City of Coos Bay contains a provision that no indebtedness can be incurred by the City Council for general government purposes in excess of $10,000.00, without a vote of the people. Accordingly, I have advised the City that the contract between the City and the State Highway Department with regard to the allocation of gasoline tax moneys in future years, must not create a general indebtedness, but rather can only be an agreement that those funds will be applied when available.

If an election is required again to obtain more funds to complete this project, after a bond issue was passed several years ago, and the project has not been completed at this point, I seriously doubt if the people would vote for it.

Very truly yours,

BEDINGFIELD and BEDINGFIELD

James B. Bedingfield, Jr.

JBB:cls
cc: City Manager

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AUG 1 1972
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August 14, 1972

Mr. Herb Shearmire, Investment Counselor
Investment Properties, Inc.
904 N. W. Kings Blvd.
Corvallis, Oregon 97330

Dear Mr. Shearmire:

Re: Cape Arago Highway-
Woodland Drive Section
Empire-Coos Bay Highway

This is in reply to your July 26 letter concerning our proposed design for the intersection on Newmark and Ocean Boulevard in Coos Bay.

At this stage of the design, we are not able to send you a copy of the prooosal; however, you are welcome to view the preliminary plan in the Salem design office. The islands and medians used at the intersection will be painted only and will not create a positive barrier to traffic.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

bc F. B. Klaboe
E. S. Hunter
J. H. Versteeg
Frank Hall

Design: dps

Coos Bay
Woodland Dr - Cape Arago Unit

FORM E-30 (REV. 10-65)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE: July 27, 1972

SUBJECT:

To: H. S. Cox
County & City Engineer

B U I L D I N G

ATTN: R. Bladorn

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal
Newmark Avenue at Ocean Blvd.
Coos Bay

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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AUG 1 1972
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JUL 31 1972
CHIEF ENGR. COORD. CE TE
UPE CE RE RPE

Note:
Lt. turn will be eliminated as per this letter. R/W will be revised. 8-3-72
DMS

In response to your letter of July 26, we have studied the matter of traffic signal operation at the above intersection.

The left-turn movement from Newmark Avenue to Ocean Blvd. has been prohibited for a number of years. It would not appear to be necessary to provide for this movement in the new construction. Continuation of the left-turn prohibition would result in much more efficient traffic signal operation.

At the present time, drivers wishing to make a left-turn movement do so via La Clair Street which has been improved to high standards.

We can see no great advantage insofar as traffic movements are concerned in improving Wallace Street as suggested by Jerry Uiett. To use this as a highway route for westbound Ocean Blvd. traffic, it would be necessary that the section between Newmark and Wallace Streets be made "ONE WAY". The distance is approximately 1,000 feet and such a traffic restriction would be complicated.

Insofar as the purchase of the Texaco service station is concerned, this is beyond the province of this office. It is suggested that the question be referred to the Design Section.

VPJ:sv

LCA F.L. Hall w/att.

Please check as to whether or not purchase is necessary. Bladorn

Elsands

INVESTMENT PROPERTIES, INC.

904 N.W. KINGS BLVD., CORVALLIS, ORE. 97330
J. Rocky Conser — Broker 753-2688

REFERRED TO
Admin
BY SECRETARY

Hall
A. Olson
Terpin
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Swenson
R. Olson
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July 26, 1972

State Highway Department
State Office Building
Salem, Oregon 97310

Gentlemen:

Please forward some drawings if you have them, showing the finished intersection at Newmark and Ocean Blvd., Coos Bay, Oregon.

We are particularly concerned with access to the land lying to the north at the intersection. For example, will people going east on Newmark be allowed to turn left across the traffic to the property, or will there be islands limiting access.

We appreciate your assistance in this matter.

Cordially yours,

Herb Shearmire
Investment Counselor

HS:mrs

Noted
Gary L. Ross

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JUL 28 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
JUL 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Hall R/O Olson

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ASSISTANT STATE HIGHWAY ENGINEER

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JUL 31 1972
OREGON
STATE HIGHWAY COMMISSION

Salem, Oregon
July 26, 1972

Mr. L. E. George
Traffic Engineer

Traffic Signal
Newmark Ave. and Ocean Blvd.
City of Coos Bay

B U I L D I N G

Attached is a letter from the City of Coos Bay in regard to the design of the subject intersection.

During a telephone conversation with Mr. Ulett, he suggested that the signal might be better utilized at the Wallace Street location if Wallace were to be completed.

The City also wants the traffic signal installation to be a TOPICS project; however, Glen Clark feels it should be part of the overall widening project on Newmark.

Mr. Clark also feels that the improvement of Wallace and the instaliation of the traffic signal there cannot be justified.

Please investigate the various possibilities for this signal, as well as the need to purchase the Texaco Service Station and respond to the City's inquiry.

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer
County and City Section

RB:lat

Att.

cc: Glen Clark w/att.

☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ PPE ☐

Coos Bay
Woodland Dr - Cape Arago Hwy Intersection
Signal,
Newmark @
Ocean Blvd

CITY OF COOS BAY

P. O. BOX 1118
COOS BAY, OREGON 97420

July 19, 1972

Mr. H. S. Cox
County-City Engineer
Salem, Oregon 97310

Dear Sy:

A recent letter from your regional office in Roseburg, a copy of which is enclosed, suggests a two-phase traffic signal at the intersection of Ocean Boulevard and Newmark. This is a change from the three-phase signal which had been included in the preliminary design and would eliminate a turn lane for the west to southeast traffic, I believe.

Inasmuch as there is a Texaco Service station at the point of this intersection, the purchase of which is anticipated as a project cost, I believe that a re-evaluation of the need of purchasing this property should be made. The intersection redesign may make it feasible to eliminate the purchase.

Please review this matter and advise me of your findings.

Yours very truly,

Gerald W. Ulett

Gerald W. Ulett
PUBLIC WORKS DIRECTOR

GWU/mk

Enclosure
cc: City Manager

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OREGON STATE
HIGHWAY DIVISION
REGION 3
P.O. Box 1128, Roseburg, Oregon 97470 - Phone 672-6541, Ext. 241

Mr. Gerald W. Ulett
Public Works Director
P.O. Box 1118
Coos Bay, Oregon 97420

Dear Mr. Ulett:

This will acknowledge your letter of June 14, 1972, concerning a possible TOPICS project at the junction of Newmark Avenue (Cape Arago Hwy.) and Ocean Blvd. (Empire-Coos Bay Hwy.) in Coos Bay.

The Cape Arago Hwy.-Woodland Drive section contract is scheduled for January, 1973, letting. As you well know, nothing is firm about this and a revision in the schedule could occur. If the schedule is kept it might be convenient to include the upgrading of the signal in the contract.

A check of the right of way situation shows that the proposed purchases have not been completed.

Attached is a xerox copy of this intersection taken from the preliminary plans for the above mentioned project. Note that the intersection was designed for the "cutback" movement from Newmark Avenue to Ocean Blvd. You will recall that this movement (east to southeast) is now prohibited.

If this movement is allowed a three-phase signal would be required. This would increase the cost of signalization and reduce the efficiency of the intersection. If the above mentioned movement could be prohibited a two-phase installation would be adequate. The channelization could be revised as sketched in on this plan. The cost of a two-phase, fully actuated, solid state installation would be somewhat less than $20,000.

It is thought that signalization should be accomplished as a part of the pending construction project and that the two-phase installation would best serve the public.

Very truly yours,

JOHN W. SHELDRAKE
Region Maintenance Engineer

GLC/sn
cc L.E. George
Victor D. Wolfe
R.A. Sandmann

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PROJECT

NEWMARK AVE

WOOLRIDGE ST

615

65 End Const

Painted Traffic Arrows

0+74.70 PC
N 61° 61' 01" SO P.O.T.

12° CO'CR
Δ 43° 44'
T 194.45'
L 264.51'

3+00
Adjust Manhole
Const 2 Type "G-1" Inlets
Const Type "G-2" Inlet
Inst 12" Sewer Pipe-120'
Tr Exc 45 C.Y.

3+64.14 PCS

4+22
Adjust Manhole

4+40
Const Type "CG-2" Inlet

150.50
S 9° 00'
08.0

5+14.14 PT

5+50
Const Type "G-1" Inlet
Const Type "CG-2" Inlet
Inst 12" Sewer Pipe-54'
Tr Exc 18 C.Y.

75.50

7+00
Const Type "G-1" Inlet
Const. Type "G-2" Inlet
Inst. 12" Sewer Pipe-54'
Tr Exc. 18 C.Y.

Const Type 'C' Curb

7+50
Adjust Manhole

9+00
Const Type "G-1" Inlet

617+22
Adjust Manhole

617+50
Const Type "G-1" Inlet
Inst 12" Sewer Pipe-66'
Tr Exc 24 C.Y.

618+17
Const Type "A" Manhole
Inst 24" Sewer Pipe-45'
Tr Exc 20 C.Y.

Sta 618+17 To Sta 620+00
Inst 15" Sewer Pipe-183'
Tr Exc 60 C.Y.

Const Type 'C' Curb

620+00
Const 2 Type "G-1" Inlets
Inst 12" Sewer Pipe-120'
Tr Exc 23 C.Y.

621+50
Adjust Manhole

Painted Traffic Arrows

Const Type 'C' Curb

Sta 621+85 To Sta 623+70
Inst 24" Sewer Pipe-185'
Tr Exc 85 C.Y.

Sta 5+00 To Sta 5+55
Inst 24" Sewer Pipe-300'
Tr Exc 222 C.Y.

Sta 5+50 To Sta 7+00
Inst 18" Sewer Pipe-150'
Tr Exc 69 C.Y.

Sta 7+00 To Sta 9+00
Inst 18" Sewer Pipe-200'
Tr Exc 106 C.Y.

Const Type 'C' Curb

Const Type 'C' Curb

Ground Line

Ground Line

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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

7867

DATE June 20, 1972

TO E. S. Hunter
Assistant State Highway Engineer

FROM R. D. Asburry
Assistant Programing Engineer

SUBJECT Environmental Statement
Priority List

Attached is a copy of a list of projects submitted by the Enviornmental Unit showing the priority and status of the environmental statements as of June 6.

On the right-hand margin of this list is shown the tentative letting date as listed in established schedules in the Programing Section.

You will note under priority No. 3, very few letting dates are shown as most of these are so far in the future that they are not on a firm schedule.

The following is a list of projects with tantative letting dates through the calendar year 1973-74, which will need environmental statements, but are not shown on the attached list.

Project	Highway	Tentative Letting Date	
Cape Arago-Woodland Dr.	Empire-Coos Bay	Jan.	73
E. Timber Jct.-N.P. 391	Sunset	4-1/4	73
Rock Cr.-Sunset Springs	Sunset	4-1/4	73
M.P. 33.5-M.P. 35.0 (Wolf Cr.)	Sunset	4-1/4	73
Airport Rd.-Belt Line Rd.	Pacific W.	4-1/4	73
Linn Co. Line-McKenzie R.	I-5	1-1/4	74
Reedway-Clackamas Co. Line	Pacific E.	1-1/4	74
Hayesville Intchge.-Battle Cr.	I-5	2-1/4	74
Malin Jct.-Henley	K. Falls-Malin	2-1/4	74
Willamette R. (Salem) R/W	Willamina-Salem	3-1/4	74
Astoria-Camp Rilea, S. Unit	Oregon Coast	4-1/4	74

Attach.

RDA:dg

7267

243

OREGON STATE HIGHWAY DIVISION

REGION 3

P. O. Box 1128, Roseburg, Oregon 97470 - Phone 672-6541, Ext. 241

April 20, 1972

Mr. John R. McCulloch, Jr.
Assistant Attorney General
Trial Division
Department of Justice
100 State Office Building
Salem, Oregon 97310

Re: State V. John H. Hastrich, et al
Circuit Court
Coos County
Case No. 31745 (L-6677)
~~Cape Arago Hwy - Woodland~~ Drive
Empire - Coos Bay Hwy

Dear Mr. McCulloch, Jr.:

Referring to the two items outlined in your letter of April 10, 1972, on Case No. 31745, we have the following comments:

Item (1) Someone is presently logging the Morgan property. It does appear that the only trees that will remain are those inside the proposed easement area. Prior to the time the embankment is constructed, it will be necessary to clear the easement area and remove most, if not all, the remaining trees. We do not plan to replant any trees on the newly constructed highway embankment. We would not recommend planting trees on the slope until the material was stabilized, probably two winters.

Item (2) A left turn refuge may be needed at this location when the trailer court is fully developed. The fact that the city has rezoned the area should not commit the Highway Division in any way. We do not feel the cost of a future left turn refuge is the responsibility of the Highway Division.

I feel we should pay a fair market value for the property required for the highway construction and not make a lot of commitments that are difficult to fulfill.

Very truly yours,

J H Versteeg

JAMES H. VERSTEEG
Regional Engineer

JHV:cc
cc: Carroll Keasey
Frank Hall
Leonard Riley
Eugene Ash
Robert Sandmann

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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APR 24 1972
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NOTED
W. E. COLE

OREGON STATE
HIGHWAY DIVISION

Region 3
P. O. Box 1128, Roseburg, Oregon 97470 - Phone 672-6541, Ext. 241

April 18, 1972

Mr. Hal Leedom
City Manager
City Hall
Coos Bay, Oregon 97420

Dear Mr. Leedom:

As per your verbal request, I have asked for an opinion from our Traffic Engineer as to the need for a left turn refuge for a 105 unit trailer park such as planned adjacent to the Empire-Coos Bay Highway by Mr. Morgan.

Such a development will create 840 trips per day assuming full occupancy. This would be 420 movements into the park area each day. Most of the trips would most likely be aimed at the central business district. Therefore, 300 to 350 left turns per day could be expected into the trailer park and the balance right turns from the highway. The 1971 ADT was some 6,500 vehicles per day. The posted speed is 40 MPH and would not be expected to change with 4 lane construction. Thus, 30 to 35 left turns an hour could be expected opposed by 350 inbound vehicles per hour.

It is our opinion that this would be very close to a minimum warrant if the facility existed today and that with any future expansion of the trailer park and the anticipated increased future highway traffic volume, a definite warrant will exist for a left turn refuge.

Very truly yours,

J H Versteeg

JAMES H. VERSTEEG
Regional Engineer

GLC:cc
cc: C. T. Keasey
L. E. George
Bob Royer
Bob Sandmann

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. BRONAN, JR.
QUINTIN D. BOYLE
LAWRENCE J. HALL
LESLIE E. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MC CULLOCH
FRANK C. MC KINNEY
EARL E. PRESTON
R. REN ROBERTS
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA M. SORENSEN
ASSISTANT ATTORNEYS GENERAL

April 10, 1972

Mr. Eugene H. Ash
Resident Engineer
P.O. Box 716
Coquille, Oregon 97423

Re: State v. John H. Hastrich, et al, Circuit Court
Coos County, Case No. 31745 (L-6677)

Dear Mr. Ash:

John Whitty, attorney for the Morgans in this matter, recently called Salem and discussed the case with Frank McKinney of our office.

Mr. McKinney sets out the following as Mr. Whitty's two areas of concern.

"(1) The taking includes a considerable slope easement in an area where there are apparently some trees or other timber. Mr. Morgan plans a 105-trailer-space-park and, according to Mr. Whitty, the city requires what he calls a "green belt" between such a trailer park and the public highway. It is their fear that when any fill is placed up against the trees, the same will be killed. I know this is true, since I have seen landscapers, unfortunately, fill in a lot and trees will die because of the way they are established. Whitty would, therefore, like to try and work out something with somebody as to whether these trees will or will not die, and if they do, who can replant them.

"(2) The second item has to do with access. Apparently, Mr. Morgan is desirous of having somebody put in a left-turn refuge to prevent accidents when and if the 105 trailer spaces are full and they have to cross traffic to reach the trailer park. He doesn't

ROSEBURG DIVISION
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Assign ..... For .....
Reply ..... Action .....

feel that this is totally his responsibility, apparently, since the city has now re-zoned the area from trailer and residence to highway-commercial. This indicates there will be more stores and cross-lane-traffic than before."

Would you please check into this, and let me know what you think can and should be done.

Thank you.

Very truly yours,

LEE JOHNSON
Attorney General

John R. McCulloch, Jr.
Assistant Attorney General
Trial Division

JRM:mjg

cc: Hal Ventey

RECEIVED
DEPT. 1972
FOR FILING

7867

April 7, 1972

Mr. Harold A. Leadam
City Manager
City of Coos Bay
Post Office Box 1118
Coos Bay, OR 97420

Dear Hal:

Reference is made to your March 31 letter in which you refer to a project, apparently the Cape Arago-Woodland Drive Section of the Empire-Coos Bay Highway.

This job, as you may recall, is tentatively scheduled for the fourth quarter of 1973 and is intended to be financed out of our ABC apportionment, of which urban extensions are a part. Mr. William L. Gifford's reply to Congressman Dellenback, in essence, stated this fact. Urban extension funds can be used on either primary or secondary highways in cities of 5,000 and over.

The money referred to comes out of Oregon's ABC apportionment which has been allocated over many projects -- Cape Arago-Woodland Drive being one of them.

For your further understanding of the highway finance picture, I am enclosing a sketch which shows federal apportionments and releases. You will note that the releases do not come up to the amount apportioned. Part of this was alluded to in Mr. Gifford's remark about release of $14.4 million for the coming quarter.

I hope that I have shown you that there is no extra money available which had not previously been counted on to fulfill our commitments. All money is limited to the category intended and to the amount apportioned. We fervently wish we had more with which to alleviate problems such as this one. We are using every cent we can get!

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

Enc.

LHY:dg fa

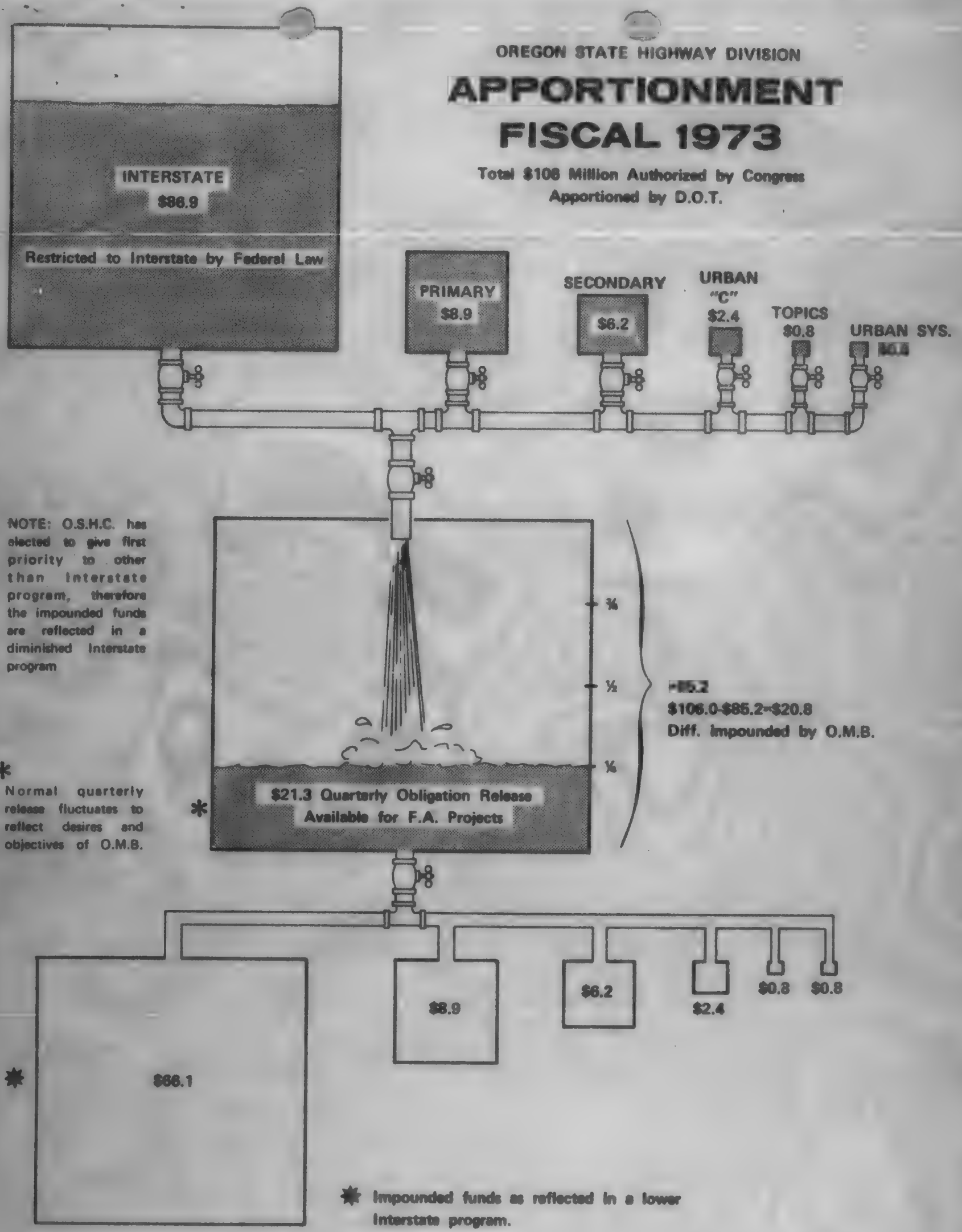
bc George M. Baldwin
Tom Edwards
E. S. Hunter
L. H. Young

OREGON STATE HIGHWAY DIVISION

APPORTIONMENT

FISCAL 1973

Total $106 Million Authorized by Congress
Apportioned by D.O.T.



✸ Impounded funds as reflected in a lower Interstate program.

February 1, 1972

CITY OF COOS BAY

P. O. BOX 1118
COOS BAY, OREGON 97420

March 31, 1972

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Fred Klaboe, Deputy State Highway Engineer

Dear Fred:

At the instruction of the Coos Bay City Council I contacted Congressman John Dellenback regarding Federal Highway Trust Funds. Attached is his reply as well as a letter from Mr. William Gifford of the Administration Staff. Mr. Gifford's letter, page 2, second paragraph, indicates that if the State can determine that the Ocean Boulevard project is an urban extension project there is a possibility that funds would be available.

I don't know what is involved in this in terms of applications, time delays, match money, etc., but would appreciate it if you could help us look into the possibility of obtaining funds that conceivably could take a load off both the State and City.

I'm sure that Mr. Dellenback will aid us in any way possible. If there is anything the City can do let us know.

Very truly yours,

Harold A. Leedom
City Manager

Enclosures

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APR 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 3 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 4 1972
PROGRAMING SECTION

City With A Future

JOHN DELLENBACK
FOURTH DISTRICT
OREGON

ROOM 1214
LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515
(202) 225-6416

163 E. 12TH AVENUE
CASCADE BUILDING
EUGENE, OREGON 97401
(503) 342-8141 EXT. 475

Congress of the United States
House of Representatives
Washington, D.C. 20515

COMMITTEES:
EDUCATION AND LABOR
SPECIAL SUBCOMMITTEE ON EDUCATION
SPECIAL SUBCOMMITTEE ON LABOR

INTERIOR AND INSULAR AFFAIRS
SUBCOMMITTEE ON PUBLIC LANDS
SUBCOMMITTEE ON IRRIGATION AND RECLAMATION
SUBCOMMITTEE ON ENVIRONMENT

March 23, 1972

Mr. Harold A. Leedom
City Manager
Post Office Box 1118
Coos Bay, Oregon 97420

Dear Hal:

Enclosed is correspondence from the Administration in response to my inquiry on your behalf concerning the status of the Federal Highway Trust Fund.

I trust their answer is self-explanatory. If you have additional comments or questions, or if I can be of further assistance, please don't hesitate to contact me.

Sincerely yours,

JOHN DELLENBACK
Member of Congress

JD:ko
Enclosure

RECEIVED
APR 3 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED MAR 3 0 1972

THE WHITE HOUSE

WASHINGTON

RECEIVED
MAR 17 1972
JOHN DELLENBACK

MAR 15 1972

Dear Congressman Dellenback:

This is in reply to your letter of March 1 concerning the Highway Trust Fund, and particularly in reference to a project of interest to the City of Coos Bay, Oregon.

As you are probably aware, the selection of individual projects to be funded under the Federal-aid Highway program is a responsibility of the States and localities. The primary interest of the Federal Government is in the nationwide total amounts obligated and expended during each fiscal year. Secondarily, the Federal Government is interested in the types of highway programs which receive emphasis during the year so that national interests and important transportation problems are given adequate attention. To assure adequate attention, within the overall 1972 program, priority goals were set for accomplishments on the Interstate System, and the urban programs (i.e., urban extensions of primary and secondary systems, the urban system, and TOPICS-traffic operations improvement projects).

The Administration is of the opinion that the 1972 program of $5 billion is appropriate within the overall budgetary situation, will maintain reasonable progress in highway construction, and relates to other national concerns, such as the prevention of further inflationary price increases. At the $5 billion level, the 1972 program will be the largest amount ever obligated for Federal-aid to highways. Therefore, it can hardly be considered a reduced program.

Under the $5 billion total, Oregon is scheduled to receive a minimum of $93.4 million, including $14.4 million for the upcoming fourth quarter. These funds are assigned to projects selected by the State in its annual program.

Also in 1972, States are eligible to receive additional allocations if they submit specific project proposals to the Federal Highway Administration for the following programs: Urban extensions of primary and secondary systems, TOPICS, highway spot safety, and rail-highway grade crossing projects. The aforementioned types of projects are important areas which have not been receiving full attention in the past.

The letter from the City of Coos Bay describes its project as a Secondary Highway between the downtown area and an area to the West. Since the City of Coos Bay has a population of over 5,000, it is possible that the project could qualify as an urban extension of the secondary system. Thus, if the State can determine that Coos Bay's project is an urban extension project and submits a specific proposal to the Federal Highway Administration, it should be able to receive the additional funds it needs to construct this project.

I hope that the above information has been helpful in clarifying our position on this matter and indicating a possible course of assistance to the State and City.

Sincerely,

Bill

William L. Gifford
Special Assistant
to the President

Honorable John Dellenback
House of Representatives
Washington, D.C. 20515

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OREGON
STATE HIGHWAY COMMISSION

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OREGON STATE HIGHWAY DIVISION

7867

April 6, 1972

Ms. Joan Schoonmaker
2490 Ocean Blvd.
Coos Bay, Oregon 97420

Dear Ms. Schoonmaker:

Re: Cape Arago Highway-Woodland Drive
Empire-Coos Bay Highway
Coos County

Mr. John Quiner has sent me your March 17th letter in order that your questions be answered by my office. Thank you for taking the time to write expressing your interest in highways.

You remarked that in ten years there will be even more traffic than today. This is true; in fact, we use a 20 year traffic projection on all new projects in determining the required number of lanes to handle the anticipated increase. These projections are based on statistics of community growth and, unless some unpredictable change in the local economy occurs, the capacity of the highway to handle the future traffic is assured.

Your question regarding diverting funds from highway construction toward public transportation is academic, since the present Oregon law states these are dedicated funds for highways and parks. The majority of planners feel that mass transit will be necessary to an increasing extent in the future but it is my opinion that to divert highway funds rather than provide other funding sources for this purpose would not be in the public interest. There are too many unimproved, hazardous sections of highways that public transportation will not relieve that should be rebuilt with these dedicated funds.

Our efforts toward attempting to protect the environment are documented at public hearings and through environmental impact statements that are sent to the local Council of Government and State Clearing House. These agencies then distribute the environmental statement to other State, Federal and local Government and Civic oriented groups to review. The comments received by the Highway Division from these agencies are studied and, where feasible, they are incorporated in the highway design if the impact on environment can be reduced.

Mulching and seeding of cut and fill slopes are included in all projects along with landscape development where suitable areas exist. The Highway Division employs four Landscape Architects and three Landscape Designers with assistants on a full time basis on this work.

I want to again thank you for your interest as expressed in your letters and hope I have been able to give you some idea of our feeling of responsibility and sensitivity toward environmental problems encountered in highway construction. The occasional necessity of removing trees to widen or improve a highway is regrettable and we avoid this wherever there is a feasible alternate. However, sometimes it is unavoidable when improvements must be made to reduce accidents and provide for increasing vehicular traffic.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

FLH:jh
cc: General Files
J. H. Versteeg
R. N. Bothman
L. H. Young
R. A. Sandmann

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 28, 1972

SUBJECT: Inquiry
Ocean Blvd.
Highway 243
Joan Schoonmaker

To: Mr. Frank Hall
Design Engineer
S A L E M

You received a copy of my letter dated February 29, 1972 in which I answered numerous questions posed by a Mrs. Schoonmaker of 2490 Ocean Blvd. As a result of that letter, I now have a new letter and a copy of a letter to Representative Fadely written by Mrs. Schoonmaker. Could you somehow answer her new questions in such a manner as to "turn her off". I thought that I had her pretty well answered the first time around but I either failed, or have gotten hold of a good one.

Would appreciate your trying your hand at answering the lady.

John Quiner II

JOHN QUINER II
Region Maintenance Engineer

JQII/cw
Attach.
cc R. H. Bothman
L. H. Young
R. A. Sandmann

REFERRED TO
Olson
Design Engr.

Hall
A. Olson
Torpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAR 29 1972
DESIGN SECTION

☑ Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
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Other

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Reply ____ Action ____

2490 Ocean Blvd.
Coos Bay Oregon
March 17, 1972

Dear Mr. Quiner,

Thank you for your letter of February 29th. I am sending it to State Senator Dyment and Representative Fadely, I am very concerned with the general policy of the Highway Department in that you do not appear to evaluated your policies in terms of long range accomocations to increasing numbers of cars.

You must ralize that in ten years there will be even more traffic. Will you thn cut down even more trees to accomodate even more cars?

Would you personally or would the Highway Department consider with favor an idea to divert funds from the Highway Department into means of public transportation?

You stated that your plans make every effort to maintain the natural surroundings. Could you be more specific about this please?

Thank you for your consideration.

Sincerely,

Joan Schoonmaker

Joan Schoonmaker

2490 Ocean Blvd
Coos Bay Oregon
March 17, 1972

Dear Representative Fadely,

I was very pleased to see your letter in the Oregonian in which you pointed out the absurdity of planting plastic trees in Los Angeles where they so badly need trees to convert exhaust fumes to oxygen. I believe the city of Los Angeles made the statement that they would require less care than real trees. After that someone burned them down! I certainly don't condone such vandalism but I do believe that vandalism increases in direct proportion to citizenry feelings of alienation from government institutions.

Your letter was all the more interesting to me because I had just been in correspondence with the highway department in regard to the widening of the street where I live in Coos Bay, which, of course, will involve cutting down trees to make more room for cars.

I am enclosing the letter I got from the Highway Department. In it you will see the statistical reasons for widening the street. In no case does the Highway Department question the basic wisdom of their policy of cutting down trees to make room for cars. They seem to operate in a computer-like fashion, assuming that we must accept the concept of more and more cars and fewer and fewer trees. This has been the policy of Los Angeles for years!

The street in question, Ocean Blvd., does not appear to me to be congested. I must question the statistics. I should think the object should actually be TO CONTROL THE INCREASING NUMBERS OF CARS ON THE STREET, through a form of public transportation.

When I first moved here I hitch-hiked down Ocean Blvd., with my child, in order to get to down-town Coos Bay for groceries and necessities - until I could afford to buy an old car. There are always people hitch-hiking on Ocean Blvd. If only there was a bus, we could avoid having to cut the trees!

In closing I would like to say that I resent the implication in the letter from the Highway Department that since I am a new resident (transient?) I may not be well informed.

I just moved out of Los Angeles a year ago because one can hardly breathe there! I do NOT feel fortunate in living in a place where local officials are willing to sacrifice the beauty of Oregon for more automobiles!

Very sincerely,
Joan Schoonmaker

cc. John Quiner II, Highway Dept.
State Senator Dament

REGION III P. O. Box 1128 Roseburg, Oregon 97470 672-6541, Ext. 241

Ms. Joan Schoonmaker
2490 Ocean Blvd.
Coos Bay, Oregon 97420

February 29, 1972

Dear Ms. Schoonmaker:

Your letter of February 18, 1972 has been forwarded to the Region Office by R. A. Sandmann, District Engineer.

Since you have lived at your present address for only a few months, you may not be familiar with the development of plans for improving Ocean Blvd.

A field survey for improving Ocean Blvd. was completed in 1968. Public hearings were held in Coos Bay on May 13 and 14, 1970, at which time the proposed plans were made available to the public with State Highway Engineers and right of way personnel present to answer questions. As a result of the information presented at the formal public hearing by local officials and the public in general, the plans, as presented, met with their approval. Subsequently these plans were approved by the Oregon State Highway Commission and the Federal Highway Administration.

The plans, as approved, will have a typical section, curb to curb, of 56 ft. This will allow four lanes of traffic with a 4 ft. median.

I would like to point out that it has been a policy of the Highway Division to consider constructing a four-lane facility when the average daily traffic reaches 5,000 vehicles. At the present time, the average daily traffic

Q C

JHS

NOTED
J. H. VERSTEEG

on Ocean Blvd. at Central Avenue is 8,600 and at Empire it is 6,100 vehicles. In addition to these figures, you can expect about a 25% increase in the average daily traffic during the summer tourist season. Based on these figures, the proposed improvement of Ocean Blvd. is overdue.

The new design for Ocean Blvd. has been designed primarily on widening the present highway thereby requiring a minimum amount of additional right of way. Our plans make every effort to maintain the natural surroundings and, at the same time, develop a safe facility for the travelling public.

I feel that you are very fortunate to be living in an area such as Coos Bay where your local officials take such an active interest in community development and improvements such as their part in Ocean Blvd.

If I can be of any further assistance, please feel free to write or call.

Very truly yours,

Q

JOHN QUINER II
Region Maintenance Engineer

JQII/ow
cc R. N. Bothman
Frank Hall
L. H. Young
H. A. Sandmann
Harold Leedom

OREGON STATE
HIGHWAY DEPARTMENT

DISTRICT 7

P. O. BOX 606 COQUILLE, OREGON 97423 PHONE 396-2814

February 24, 1972

Ms. Joan Schoonmaker
2490 Ocean Blvd
Coos Bay, Oregon 97420

Between Sta. 60-65
North Side
Schoonmaker

Dear Ms. Schoonmaker:

As I informed you on the telephone my duties do not involve planning or locating highway projects. My duties are primarily devoted to maintenance of existing State highways.

A sideline of my position is public contact for District 7 (Coos-Curry Counties). This involves answering questions when possible or passing the question on to the appropriate individual within the Division.

Since I cannot answer your question as to why the widening of Ocean Blvd., I am passing it on to the Region Office in Roseburg.

I certainly appreciate your thoughts on the matter and thank you for giving the Division the chance to respond.

Very truly yours,

Robert A. Sandmann
District Engineer

RAS:bb
cc: J. H. Versteeg

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon
February 24, 1972

SUBJECT: Inquiry
Ocean Blvd-Hwy 243
Joan Schoonmaker

To: Mr. J. H. Versteeg
Region Engineer
Roseburg, Oregon 97470

Attached is a letter inquiry from Ms. Joan Schoonmaker regarding the reasons for widening Ocean Blvd through Coos Bay.

She first contacted me by telephone and was very insistent that an answer be given to her question. She wrapped the question in environmental and ecological issues. She was not satisfied with general answers.

Robert A. Sandman
District Engineer

RAS:bb
Attachment

ROSEBURG DIVISION
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Reply ..... Action .....

2490 Ocean Blvd
Coos Bay Oregon 97420
Feb. 18, 1972

Dear Mr. Sandman,

I had a telephone call with you in which I asked for an explanation as to the reason for widening Ocean Blvd.

When we are renting it will be necessary to cut trees + cut away a bank to widen Ocean Blvd, opening our view to an ugly mass of towering power things. ↑ Drainage cost higher, Destroy ecology, balance exc. on job

I can only presume cutting trees is a cheaper way to go than widening on the other side + thus putting some power company at a disadvantage.

Actually I question the wisdom of widening at all - I have lived here for several months + see no traffic problem at any time of day.

In making inquiries, no one seems to know anything about it except that it is happening. No one seems to have any sense of responsibility as to why. Please direct me to some such person, either by forwarding this letter or by telephone to 503-269-1260 evenings.

Most sincerely,

Joan Schoonmaker

DISTRICT 7
MAINTENANCE OFFICE
RECEIVED
FEB 24 1972
☑ DE ☐ ADE ☐ DO

RECEIVED
COUNTY & CITY SECTION
MAR 16 1972
ENGR. COOR. RE UE
UPE CE RE APE

COPIES TO: George Baldwin
Tom Edwards
A. E. Johnson
E. S. Hunter
R. L. Schroeder
G. L. Sund
F. L. Hall
D. H. Moehring
L. H. Young
V. E. Skoog
Floyd Query
J. H. Versteeg
3-17-72

CITY OF COOS BAY

P. O. BOX 1118
COOS BAY, OREGON 97420

March 13, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. D. N. Harwell
Assistant County and City Engineer

Dear Don:

This letter is in reply to youre of February 24, 1972, and will serve as notice that the City of Coos Bay concurs with the need to defer the completion of the Cape Arago Hwy-Woodland Section until the 1973 construction season.

I received in the mail today a copy of the preliminary plans on the Empire Wye-Woodland Section of Ocean Boulevard giving an estimate of cost for the storm sewer portion of the improvement in question. I would appreciate it if you would convey my thanks to Mr. Klaboe for furnishing this information.

Very truly yours,

Harold A. Leedom
City Manager

City With A Future

ENGR. ✓ CONST. ✓ CE RE ✓ UE
✓ UPE ✓ CE RE RPE

Mr. Harold A. Leedom
City Manager
P.O. Box 1113
Coos Bay, Oregon 97420

February 24, 1972

Re: Cooperative Construction Project
Cape Arago Hwy-Woodland Drive Section
Coos Bay-Empire Hwy No. 243

Dear Hal;

This is in regard to our telephonic discussion yesterday, the letter of January 3 from Mr. Klaboe, Deputy State Highway Engineer, and your discussion with him in the latter part of January regarding financial arrangements on the subject project.

Other monetary obligations of both the City and State appear to place a strain on each at this time. We would request your concurrence in deferring this project from the 1972 construction season to the 1973 season. The State would still honor a deferred payment schedule, with payment commencing June 30, 1973 to be followed by three subsequent payments until City's portion (25%) has been paid.

Please let us know if this will be satisfactory to the City.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

D. W. Howard
for H. S. Cox
County and City Engineer

DNH:mm

1-27-72

FUNDING PROGRAM

TOPICS Construction - Wesson & Newmark, South of Central, Sidney & Market

Ocean Boulevard - Empire Wye to Woodland Drive.

1. TOPICS

A. Local Share	$ 13,200
B. State & Federal Share	42,800
C. Total Estimated Cost	$ 66,000

2. Ocean Boulevard

A. Local share (25%)	$ 375,000
B. State Share (75%)	1,125,000
	$ 1,500,000

3. Financing Plan for Local Share

A. TOPICS -- 71-72 $ 13,200 (Available Now)

B. Ocean Blvd

(1) 71-72	~~$ 47,800~~ 129,600	(Available June 30, 1972)
(2) 72-73	~~81,800~~	(" " " 1973)
(3) 73-74	81,800	(" " " 1974)
(4) 74-75	81,800	(" " " 1975)
(5) 75-76	81,800	(" " " 1976)
	$ 375,000	

Begin City payments with Dec. 31

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FOR FILING
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January 3, 1972

Mr. Harold A. Loedam
City Manager
City Hall
Post Office Box 1118
Coos Bay, OR 97420

Dear Mr. Loedam:

Re: Financial Arrangements
Cooperative Construction-
Finance Agreement
Coos Bay Highway-Woodland
Drive Section
Coos Bay-Empire Highway #243

Reference is made to previous correspondence and your most recent letter of November 23, 1971, regarding your financial obligations for the pending Ocean Boulevard project, along with other recent or proposed City projects. To accommodate the City in this venture, the State will revise the City payment schedule.

Pursuant to the agreement of December 19, 1966, various amendments and supplements shall remain in full force and effect and apply with like force and effect, except that the payment schedule shall be revised accordingly based on a current estimated cost of $1,500,000, with City's portion estimated to be $375,000, including right-of-way and construction. City's deposit shall be made to State in the following manner:

1. An initial deposit of $85,000 prior to the next fiscal year commencing July 1, 1972.

2. A second payment of $96,667 and two additional payments of $96,667 each, to equal the remaining portion of City's total actual

cost, to be paid on an annual basis due on or before August 1 of each year. The final payment shall be subject to adjustment, based on final itemized statement of actual costs incurred on project.

If the foregoing is agreeable to the City and the obligation of payment schedule can be met, please present this agreement to the City officials and return three signed copies to this office for presentation to the Highway Commission for their consideration. When approved by the Commission, a copy will be returned for your records.

If the City cannot meet the requirements of the payment schedule, the appropriate amount shall be withheld from State gas tax receipts.

Very truly yours,

Tom Edwards
State Highway Engineer

By

F. B. Klaboe
Deputy State Highway Engineer

CITY OF COOS BAY, by and through
its City officials

Date_____

By_____

By_____

_____
Floyd Query, Secretary

Date_____
Approved by
State Highway Commission

DEH:ljt ia

bc George Baldwin
Tom Edwards
A. E. Johnson
E. S. Hunter
R. L. Schroeder
G. L. Sund
F. L. Hall
D. H. Mosburing
L. H. Young
V. E. Skoog
Floyd Query
J. H. Versteeg
H. S. Cox

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Pioneer Coos Bay

CITY OF COOS BAY

P. O. BOX 1118
COOS BAY, OREGON 97420

November 23, 1971

Oregon State Highway Division
Highway Building
Salem, Oregon 97301

Attention: Mr. F. B. Klaboe, Assistant State Highway Engineer

Dear Fred:

Thank you for your letter of November 11, regarding the continuation of the Ocean Boulevard Project.

Your cost estimate of $1,500,000 does not surprise me, nor does your desire and reasoning for wishing to complete the project as a unit.

As I pointed out, however, this does cause some serious financing problems for the City, and I wish to know more about what the Highway Commission could allow in terms of extended payments for the City's portion of the cost. As you appreciate, my reasoning for asking about breaking the project in to three segments is an indication of how much financing the City is going to be able to come up with in the next few fiscal years.

Had the local option license fee been approved this picture would have been much brighter, but in my estimation this source of funds has little or no chance of passing at this time.

At this time the City can afford between $90,000-$95,000 per year for this project by drastically curtailing much of our street maintenance program. Would it be feasible for some type of agreement to be worked out to fund this project over this current fiscal year, and the next three fiscal years, or up to and including the 73-74 fiscal year?

Very truly yours,

Harold A. Leedom
City Manager

HAL/cg

12-6-71 Don Harwell co-treated Mr Ludom's ... verbally that ... Funds to hold ... agreement until after Jan. 1.

RECEIVED
NOV 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

City With A Future

RECEIVED
NOV 11 1971
FOR FILING
Carol
Proj
Manne - Coos Bay

November 11, 1971

Mr. Harold A. Leedom
City Manager
City Hall
Coos Bay, Oregon 97420

Dear Mr. Leedom:

Reference is made to your letter of October 28 regarding construction of the remaining section of Ocean Boulevard (Coos Bay-Empire Highway). Pending financing by City and State, this project is not on any current schedule.

The remainder of the project to be constructed between the Cape Arago Highway and Woodland Drive is approximately 1.8 miles long and is currently estimated to cost $1,500,000 (right-of-way, $300,000; construction, $1,200,000).

The agreement for this project, executed by City and State on December 19, 1966, provided for a cooperative venture of 25 percent City and 75 percent State. Based on the foregoing estimates, it appears that City's cost will be approximately $375,000 and State's cost approximately $1,125,000.

The verbal estimate of February 1971 appears to have excluded right-of-way costs; however, even with price inflation and construction costs rising at a very rapid rate, we believe the $1,500,000 is a realistic estimate at present for the remaining portion of the project.

We have considered your request for the remainder of proposed construction to be done in three segments; however, it appears because of costs, excavation and embankment, and other related matters, two or more segments may be undesirable. The westerly end (Cape Arago Highway to Vine Street or Kingwood Avenue) is basically a light cut and fill

section; whereas, the remainder easterly to Woodland Drive is quite an extensive fill area, which may cause a problem of quantity balance and/or cause additional borrow material.

In view of costs in relationship to length and other factors, we would request the City to consider undertaking the project as one contract with the possibility of time extended payments for the City's portion of the costs.

There are approximately 83 individual files on the right-of-way, with 61 acquired, 9 currently being processed, and 13 left to obtain.

We appreciate your interest in this and other matters concerning highways in your area and the cooperation of the City of Coos Bay.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: George M. Baldwin
R. L. Porter
Tom Edwards
Gary L. Sund
Frank L. Hall
David H. Moehring
L. H. Young
H. S. Cox
C. T. Keasey

DNH:mm kw

Coos Bay
12-19-66 Coos Co

CITY OF COOS BAY

P. O. BOX 1118
COOS BAY, OREGON 97420

October 28, 1971

Oregon State Highway Department
Highway Building
Salem, Oregon 97301

Attention: Mr. H. S. Cox, County & City Engineer

Dear Mr. Cox:

I am in the process of trying to resolve the question of financing on the remainder of Ocean Boulevard, from the Cape Arago Highway to the Woodland Drive Section.

I would appreciate it if you could update the latest estimate I have. In February of 1971, Mr. Klaboe verbally gave me a figure of approximately $1.275 million, including right-of-way, and engineering.

Would it be possible for an estimate to be made for the spring or summer of 1972.

Another question also arises: Would the Department consider breaking the remaining two miles into three segments of equal lengths? This would at least let us budget for the next 0.7 miles or so in the 71-72 & 72-73 budget years, and possibly complete the segment from Cape Arago to the east.

If you have any questions please let me know.

Very truly yours,

Harold A. Leedom
City Manager

RECEIVED
COUNTY & CITY SECTION
NOV 1 - 1971
ENGR. UPC

RECEIVED
NOV 1
STATE HIGHWAY COMMISSION

HAL/cg

cc: 10 copies

City With A Future

FORM S-20 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

7867 INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

December 16, 1971

To: Mr. F. B. Klaboe ✓
Assistant State Highway Engineer

B U I L D I N G

SUBJECT: Financial Arrangements
Coop. Construction-Finance Agreement
(Supplemental)
Cape Arago Hwy.-Woodland Drive Section
Coos Bay-Empire Hwy. #243
City of Coos Bay

Pursuant to an agreement of December 19, 1966, City and State entered into a financial arrangement for the cost distribution of said subject project in the City of Coos Bay.

Copies of recent correspondence are attached for your information. I might mention I discussed the matter with Hal Leedom and he was very much in agreement with the contents of the suggested draft. Mr. Leedom did request we await 1972 prior to sending any reply to the City.

I trust this is okay and might mention that at least four copies should be sent to City for consideration and three will be returned. Please note the recipients of the letter may or may not be included.

H. S. Cox
County and City Engineer

By

D. N. Harwell

D. N. Harwell
Coordinating Engineer

DNH:ljt

Att.

B/M
1-5

RECEIVED
DEC 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP*88478.794

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 3, 1971

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Cooperative Construction-Finance Agreement
Cape Arago Highway-Woodland Drive Section
Coos Bay-Empire Highway No. 243
City of Coos Bay

Herewith is a suggested reply to Mr. Leedom's letter of October 28 regarding financing, programming, and scheduling of the remainder of construction on the Coos Bay-Empire Highway (Cape Arago Highway-Woodland Drive Section) in Coos Bay.

I have discussed the contents with Planning and Programming, Right-of-Way, Design, and other persons, and the data is current.

(R) This suggested reply has been revised in compliance with our discussion of Thurs., Nov. 4.

H. S. Cox
County and City Engineer

By

D. N. Harwell
D. N. Harwell
Coordinating Engineer

DNH:mm

Att.

11-4-71
Klaboe says
redo - 1 job
long time pay
Dan H.

11-8-71
See revision attached
for typing & send to Klaboe
Dan H.

RECEIVED
NOV 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 (REV. 10-58)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7867

Salem, Oregon
November 8, 1971

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Cooperative Construction-Finance Agreement
Cape Arago Highway-Woodland Drive Section
Coos Bay-Empire Highway No. 243
City of Coos Bay

Herewith is a suggested reply to Mr. Leedom's letter of October 28 regarding financing, programming, and scheduling of the remainder of construction on the Coos Bay-Empire Highway (Cape Arago Highway-Woodland Drive Section) in Coos Bay.

I have discussed the contents with Planning and Programming, Right-of-Way, Design, and other persons, and the data is current.

This suggested reply has been revised in compliance with our discussion of Thursday, November 4.

H. S. Cox
County and City Engineer

By

D. N. Harwell
Coordinating Engineer

DNH:mm

Att.

RECEIVED
NOV 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 28 1971
FOR FILING

7867

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

September 24, 1971
Salem, Oregon

SUBJECT: Cape Arago Hwy.-Woodland Dr. Sec.
Empire-Coos Bay Highway
Coos County

To: Lenord Riley
Right of Way Supervisor
P. O. Box 1128
Roseburg, Oregon 97470

The construction of sidewalks on this project is confirmed. The State will construct portland cement concrete sidewalks. Please inform the property owners of this.

NOTED
F. B. KLABOE

ORIGINAL SIGNED BY
DONALD L. TROUT
for Frank L. Hall
Design Engineer

DLT:jh

cc: F. B. Klaboe
C. T. Keasey

RECEIVED
SEP 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

7867

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

September 9, 1971

243

Mr. Gary L. Dyer, P.E.
Project Engineer
H. G. E., Inc.
5th and Highland
Coos Bay, Oregon

Dear Mr. Dyer:

Enclosed is the information you requested on Ocean Boulevard in Coos Bay.

As indicated on the plans for construction, this project is known as Cape Arago Highway-Woodland Drive Section of the Empire-Coos Bay Highway.

Should you require any further information, please contact Mr. Wills or myself and we shall be happy to provide it for your.

Very truly yours,

Frank L. Hall
Design Engineer

By ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Frank E. Terpin
Final Design Engineer

FET:jg
Enclosure
cc: George Wills

NOTED
G. C. WILLS

September 2, 1971

Mr. George Wills
Chief Locating Engineer
224 State Highway Building
Salem, Oregon

Dear Sir:

We are presently designing a Sanitary Sewer Project on Ocean Boulevard for the City of Coos Bay. Phase 2 of this project entails construction of sewer pipeline within State of Oregon right-of-way between 34th Street and Pony Creek Reservoir. A plan of this phase 2 construction is enclosed.

In connection with this design we will appreciate your sending us the following information:

(1) Mile post log

(2) Plan of existing highway showing stationing

(3) Plan and profile of proposed new highway construction

The above information will enable us to complete the necessary permit application and to provide a design which will minimize future utility relocation.

Ath
A. Olson
Wills
Heckleman
Carstensen
Dyer

RECEIVED
SEP 3 1971
DESIGN SECTION

Scott
Swenson
R. Olson
Trout
Do Not File
Keep
Return To
Other

Very truly yours,

H.G.E., INC.

Gary L. Dyer

Gary L. Dyer, P.E.
Project Engineer

GLD/le

Enclosure

HG INC

ENGINEERS • PLANNERS

5TH AND HIGHLAND
COOS BAY, OREGON
269-1165

1967

FORM E-20 8004 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

242

Coquille, Oregon
April 14, 1971

To: Frank E. Terpin
Final Design Engineer
Salem, Oregon

SUBJECT: [redacted]
Empire-Coos Bay Highway
Coos County

L

As previously discussed in your office, I am enclosing herewith a sketch map on the subject section highway indicating the changes in topography, the location of a 12 inch water main and the location of a 24 inch CMP. The 12 inch water main crosses our proposed route in the vicinity of 19th Street. Also enclosed is a copy of the plan and profile of the 12 inch water main obtained from the Coos Bay - North Bend Water Board.

Bobby D. Johnson
Resident Engineer

BDJ:cbb

cc: C. T. Keasey

4-16-71
Enclosures are being returned for project file.
T.

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APR 15 '71
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Sec. T.
Stevenson
R. Olson
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Return To
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243

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 16, 1971

SUBJECT: File 34915
Cape Arago Highway -
Woodland Drive Section
Empire - Coos Bay Highway
Coos County

To: Mr. Frank L. Hall
Design Engineer

B U I L D I N G

We attach our file with Edna E. Wilson on the Cape Arago Highway - Woodland Drive Section of the Empire - Coos Bay Highway.

Please note that the Highway Commission is paying $9,000.00 per acre for a three year slope easement.

We originally had this "during and after said three year period" the grantors would not make any use of the easement which would disturb or damage the lateral support. At the insistence of the owners this "and after" was deleted so that now the period is for three years only. The owners thereafter can do what they wish.

Our Title Unit has requested that we get the approval of the Design Section before we officially accept this option for the Commission. If Design approves, it will be sufficient to initial and date the final report for us.

EARL F. SALING
Right of Way Office Manager

EFS:jm
Attached - File 34915

NOTED BY
F. L. HALL

Final Report Approved
3/17/71

1 H

Wil's
Carstensen
Key-s
Terpin

RECEIVED
MAR 16 1971
DESIGN SECTION

Scott
Swensen
R. Olson
Trout
Do Not File ☒ Until Answered
Keep ☐
Return To
Other

7867

FORM H-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 16, 1971

2-43

To: L. W. Riley
R/W Supervisor
O F F I C E

SUBJECT: [redacted]
Empire-Coos Bay Highway
T. and S. Cox Property
R/W File No. 44675

As requested in Mr. Leedom's letter dated Mar.5, 1971 the Region Office approves of constructing a 30' curb cut beginning at the easterly edge of Mr. Cox' property. This approval is for a curb cut only and does not include the construction of the driveway.

JOHN QUINER II
Region Construction Engineer

JQII/cw
Attach.
cc Frank Hall
B. D. Johnson

1 H
2 T

RECEIVED
MAR 17 1971
DESIGN SECTION

Scott
Swenson
R. Olson
Trout KT
Do Not File ☐
Keep ☐
Return To
Other

OREGON STATE
HIGHWAY DEPARTMENT

P. O. Box 336
Coquille, Oregon 97423

March 10, 1971

Mr. Harold A. Leedom
City Manager
City of Coos Bay
P. O. Box 1118
Coos Bay, Oregon 97420

Re: Cape Arago Hwy. - Woodland Dr.
Empire - Coos Bay Highway
T. and S. Cox Property
R/W File No. 44675

Dear Mr. Leedom:

This will acknowledge receipt of your letter concerning the City's request for a thirty (30) foot driveway to be constructed to the Terry Cox property.

Please be advised that I am forwarding this request to our Region Office in Roseburg for their consideration. I don't anticipate any problem in the construction of the proposed driveway and by a copy of this letter I am recommending to the Region Engineer that the construction of the driveway be included in the plans.

Respectfully,

Bobby D. Johnson

Bobby D. Johnson
Resident Engineer

BDJ:cbb

cc: C. T. Keasey
L. W. Riley

MAR 15 1971

CITY OF COOS BAY

P. O. BOX 1118
COOS BAY, OREGON 97420

March 5, 1971

Oregon State Highway Department
Bobby Johnson, Resident Engineer
P. O. Box 336
Coquille, Oregon 97423

Subject: Curb Cut at Terry Cox Property, La Clair and Ocean Boulevard

Dear Bob:

At its regular meeting of February 22, 1971, the Coos Bay City Council authorized the construction and/or installation of a thirty (30) foot curb cut on the property owned by Mr. Terry Cox, at the intersection of La Clair and Ocean Boulevard.

Curb Cut to be installed on Ocean Boulevard beginning at the East edge of Mr. Cox's property and extending thirty (30) feet Westerly.

If there are any questions regarding this please do not hesitate to call.

Very truly yours,

Harold A. Leedom

Harold A. Leedom
City Manager

HAL/rb

7867

FORM E-10

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 1, 1971

SUBJECT: [redacted]
R/W File 44584 Eggers Estate
Empire-Coos Bay Highway
Coos County

To: L. W. Riley
R/W Supervisor
O F F I C E

Attention J. M. Morgan

240

In Joe Morgan's letter dated February 2, 1970, he suggested the right of way be revised so as to leave one unit of the duplex on the remaining property. A review of the plans and cross sections indicate that the line would still be too close to the remaining part of the building and in an undesirable location.

It is, therefore, the recommendation of the Region Office that you proceed with the right of way purchase based on the right of way line as planned.

JOHN QUINER II
Region Construction Engineer

JQII/cw
cc George Wills
D. H. Moehring

RECEIVED
MAR 2 1971
DESIGN SECTION

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Keep ☐
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Other

RECEIVED
MAR 3 1971
UTILITY UNIT
FILE COPY

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

7867

HIGHWAY BUILDING • SALEM, OREGON • 97310
Phone 378-6511

TOM McCALL
GOVERNOR

March 1, 1971

Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208

ATTENTION: Mr. John V. Mulcahy
Chief, Branch of Land

Re: Preliminary R/W Map
Cape Arago Highway-Woodland Drive
Section
Empire-Coos Bay Highway
Coos County

Gentlemen:

Herewith is a portion of our Right of Way Map, File No. 9B-4-7, on the above subject project. This map is being sent to you in response to your request.

The present tentative schedule calls for the opening of bids on December, 1971 or later.

Mr. John E. Holcomb, P. O. Box 1128, Roseburg, Oregon 97470, telephone 672-6541 is the Regional Utility Engineer for this project.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

RMF:dl
Enclosure

cc: A. E. Johnson
C. T. Keasey
J. E. Holcomb

RECEIVED
MAR 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7867

243

February 24, 1971
Salem, Oregon

C. T. Kenney
Region Engineer
P. O. Box 1128
Roseburg, Oregon 97470

Cape Arago Highway-Woodland Dr.
W/O File No. 44684 - Eggers Estate
[redacted]
Coos County

Attention: John Quiner II

In reply to your request by letter of February 8, 1971, we have investigated your suggestion and find that it is possible but have some reservations as to whether it is desirable.

Plans and cross sections are enclosed for your reference. Please review the situation with your right of way people and give us your recommendation.

Frank L. Hall
Design Engineer
By:

George C. Wills
Chief Locating Engineer

GCW:jf

Hall
A. Olson
Wil
Hackleman
Scott
Swenson
R. Olson
Trout

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FEB 24 1971
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FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 8, 1971

To: Mr. Frank Hall
Design Engineer
S A L E M

SUBJECT: Cape Arago Hwy.-Woodland Dr.
R/W File No. 44684-Eggers Estate
Empire-Coos Bay Highway
Coos County

It has been requested by J. M. Morgan, Right of Way Agent, that we pull our right of way line in to 35' along the subject property. This would allow one unit of the duplex to be saved and remain on Egger's remaining property.

Would you check the cross section and your design to see if this request is possible.

C. Anderson, Reg. III Office Engr.
for JOHN QUINER II
Region Construction Engineer

JQII/cw
Enc.

REFERRED TO
Scott
Design Engr.
Please check out with designer
H.

1 Hall H
A. Olson
2 F

RECEIVED
FEB 9 1971
DESIGN SECTION

Scott
Swenson
R. Olson
Trout F
Do Not File ☐ Until answered
Keep ☐
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Other

SP*52473-794

FORM S-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon 97470
February 2, 1971

SUBJECT: File No: 44684-Eggers Estate
Section: Cape Arago Highway-Woodland Drive
Highway: Empire-Coos Bay
County : Coos

To: Mr. C. T. Keasey
Regional Engineer
R O S E B U R G

Attention Mr. John Quiner II

Attached is a map and a copy of our cross sections on this file.

The owners have requested we pull the right of way in about 5 feet here so they may retain one of the buildings shown.

Our map shows this as one long building but it is in reality two buildings with a carport or breezeway between the two.

The one building could be removed without damage to the one remaining, which they wish to retain as a real estate office.

I am enclosing a copy of their letter asking for this change.

Our appraiser has placed only a $50 salvage value on both buildings and the breezeway so you can see there is quite a difference of opinion as to value.

If this meets with your approval, would request Design to make the change.

J. M. Morgan

J. M. Morgan
Right of Way Agent

JMM:gl

Enclosure

cc D. H. Moehring

ROSEBURG DIVISION
RECEIVED
FEB - 2 1971
ADE | ADE | ADE | ADE | ROE
Assign ..... For .....
Reply ..... Action .....

RECEIVED
JAN 29 1971
ROSEBURG R/W

January 26, 1971

Mr. J. M. Morgan
Right-of-Way Agent
State of Oregon
1523 S. E. Cobb
Roseburg, Oregon 97470

Dear Mr. Morgan:

We have studied the State's proposed offer of $3,970.00 for the .3 acres we hold in the Estate of Donnia N. Eggers. We feel this offer is inadequate due to the following reasons:

(1) The State is allowing only $50.00 for the improvements. A parcel consisting of only slightly more land and the entire duplex structure was sold to Ronald V. Hogan and Dolores Hogan on December 10, 1969, for $12,000.00. The Hogan's failed to perform on the contract when they heard the highway would cut in close to the residential duplex. The Hogan's reroofed the south end of the duplex and did other work. When they failed to perform on the contract and Mr. Eggers became seriously ill in the spring of 1970, the duplex was vandalized and fell into disrepair. Basically, it is a cement block structure and quite indestructible. We feel the structure is usable and has considerable value. We would estimate the value at being approximately $8,000.00.

(2) The State is allowing little or nothing for the capped, usable well on the property. This well produced sufficient water for a cement block operation in prior years. While the property is now "on water", free well water must have some value.

(3) The State is taking .3 acres of land for $3,970.00. This price is not fair when you consider the lay of the land. About .15 acres is flat, usable land. The area out behind the duplex plunges into a deep ravine. This ravine stretches across the back of the property. Therefore, the State's proposal takes out a sizable portion of the good flat land and pushes us back into the ravine.

WESTERN BANK
COOS BAY, OREGON

Head Office
Post Office Box 1099
Coos Bay, Oregon 97420
Telephone 269-5171

Trust Department

RECEIVED
JAN 29 1971
ROSEBURG R/W

We would like to propose the following:

(1) The State move its right-of-way five feet over at that point on the curve where it passes through the duplex. This will allow the southerly one-third portion of the duplex to be left intact. From a structural standpoint it will be relatively simple to perform this surgery on the duplex.

(2) The well is lost and we should be reimbursed accordingly.

(3) We should be reimbursed for the structure being removed. We feel $4,000.00 would be fair.

(4) In summary, as compensation for loss of the well, two-thirds of the duplex and a good portion of the most usable land, we feel $9,000.00 would be closer to being fair compensation, assuming condition (1) above is carried out.

We assume that good access to the remaining parcel has been guaranteed by the State of Oregon.

The terms and conditions outlined above are not binding on any of the parties involved. This letter is intended to be informative to interested parties.

Very truly yours,

WESTERN BANK
TRUST DEPARTMENT

Ronald C. Ashla

Ronald C. Ashla
Administrative Trust Officer

RCA:sm
CC: Arvel Eggers
William Walsh
Kathryn M. Phillips
Merna Walters
Marion D. Walters
David M. Walters
Vernon J. McPherson
Kay I. McPherson

The Coos County C
of Jehovah's Witne
281-63

S.E.M.C.L.

44683

50'

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44682

44684

60'

100'

LINDY LANE

41+20.01 P.S.C.

8° C.R.
Δ 33°01'
R=311.35'
T=94.21'

43+52.72 P.C.C.

200' Sp.
S=8°
a=4.0

D. N. Eggers
169-19

45+52.72 P.T.

S42°54'30"E

Sp.
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43+52.72 P.C.S.

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D. N. Eggers
169-119

45+52.72 P.T.

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The Coos County Witness
of Jehovah's 281-63

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S 42°54'30" E

Spring

50'

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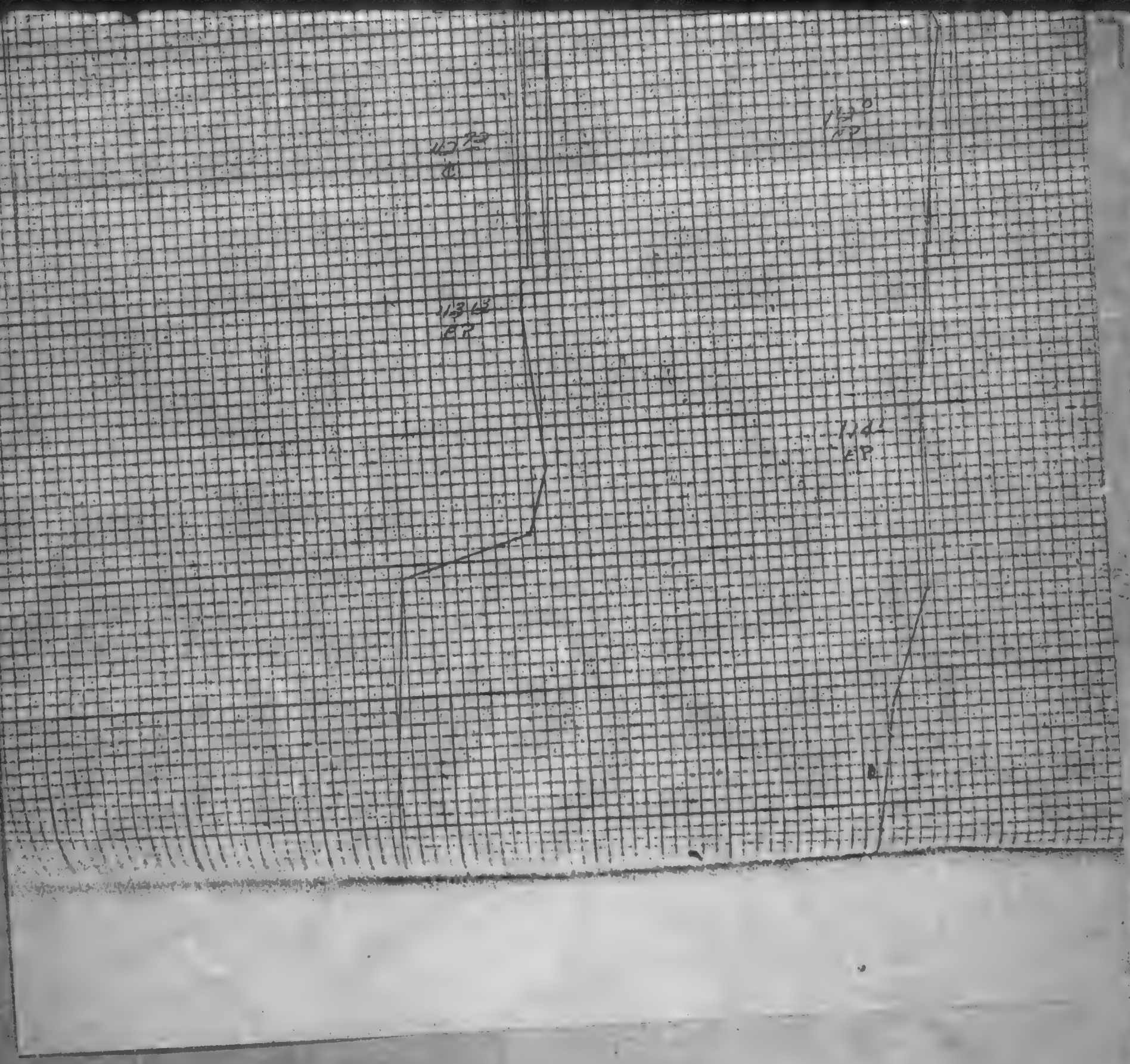
R. J. Mattech
R-65-12-A13

44685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243

FORM S-80 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 29, 1971

To: Mr. Frank Hall
Design Engineer
S A L E M

SUBJECT: Coos Bay-North Bend Water Board
Facilities
Cape Arago Highway-Woodland Drive Sec.
[redacted] Bay Highway
Coos County

I am forwarding herewith a sketch map showing the topography of the Coos Bay-North Bend Water Board's facilities located adjacent to the subject highway.

During the planning stage and construction of the Water Board facilities, they had been advised by numerous highway officials that our new highway construction adjacent to their property would not remove any of the natural trees and underbrush between the highway and their buildings. To buy right of way that will take any of these trees could be very difficult and unpleasant.

It is recommended that we re-analyze the alignment in that area which is presently affecting the Water Board's facilities.

John Quiner II

JOHN QUINER II
Region Construction Engineer

JQII/cw
Enc.

2-18-71
Sketch map kept in bb. file. T. Wills

Design Engr.

RECEIVED
FEB 3 1971
DESIGN SECTION

Scott
Swanson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

GPO 82475-784

7867 243

FORM E-20X—60M—2-66 SP*23900-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon
January 25, 1971

SUBJECT: Cape Arago Highway-Woodland Dr. Sect.
R/W File No. 4470-Matney
Empire-Coos Bay Highway
Coos County

To: C. T. Keesey
Region Engineer
Roseburg, Oregon

Attn: John Quiner, Region Construction Engineer

With reference to your letter of December 24, 1970, concerning septic tank and effluent lines located within our proposed right of way on subject file, please be advised of the following:

The house, septic tank and effluent lines have been tied and shown on the enclosed sketch map. The effluent lines were tied based on an assumed location as per the property owner's best knowledge of their location. If a retaining wall were to be constructed this would eliminate the nearest effluent line which would entail reconstructing a like amount along the easterly side of the dwelling, which should be connected to the remaining line. Also, be advised that an estimate of costs for a type A retaining wall in this area would be approximately $17,000.00.

I have contacted Mr. Gerald W. Ulett, Public Works Director for the City of Coos Bay, this date and he advises me that the City of Coos Bay plans to install a sanitary sewer system on a part of Ocean Blvd., which would include this area. A contract for this work is tentatively scheduled for this summer based on the City receiving a federal grant, which I understand they have not received as of this date. As I understand this project has not been scheduled and assuming that the City's installation of their proposed sewer line is constructed within the next year, this would take care of this septic tank problem.

The concrete slab, as shown on the enclosed sketch map which shows our right of way running through same, could remain in place providing we construct our roadbed with 1½:1 slopes. The existing cutbank in front of the house at this time is standing almost vertiele. I believe that 1½:1 slopes would be adequate in this area.

On Thursday, January 21, 1971, I discussed this problem with Mr. Frank Terpin in the Salem Design Section, however, the proposed sewer line to be constructed by the City was not mentioned. I am including herewith a set of the City's sewer plans.

Hall
A. Olson
Wil
Scott
Swenson
R. Olson
Trout

RECEIVED
JAN 26 1971
DESIGN SECTION

Do Not File ☐
Keep ☐
Return To
Other

Bobby D. Johnson
Resident Engineer

cc: Frank Terpin
L. W. Riley

7867

FORM S-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

243

Roseburg, Oregon
December 24, 1970

SUBJECT: Cape Arago Highway-Woodland Dr.
R/W File No. 44710-Mathey
Empire-Coos Bay Highway
Coos County

To: B. D. Johnson
Resident Engineer

Since the original location on this project a house been constructed on the subject property. It appears that our new right of way line will go through the patio as well as taking the area where the septic tank and drainfield is located. Would you please locate the house, the septic tank and effluent lines and indicate on the attached Xerox map.

If it is possible to construct a retaining wall at the back of the sidewalk and not disturb the septic tank and drainfield, would you please prepare estimates for this work.

John Quiner II

JOHN QUINER II
Region Construction Engineer

JQII/cw
Attach.
cc Frank Hall

1 Hall
A. Olson
Wile
Hoffman
Carlson
Boyd
2 T

RECEIVED
DEC 28 1970
DESIGN SECTION

3 Scott
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

SP 52675-794

FORM E-30 8M 10-69

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
December 8, 1970

SUBJECT:

To: MEMO TO THE FILE

RECEIVED
COUNTY & CITY SECTION
DEC 8 - 1970
ENGR. COOR. RE UE
UPE CE RE RPE

On November 30, I met with Mr. Harold Leedom, City Manager of Coos Bay, here in my office to discuss the timing of the remainder of the Coos Bay-Empire cutoff construction.

In answer to Mr. Leedom's question on when the State Highway Division would be in a financial position to proceed with this project, I advised that we could not foresee funds being available to do the work this year or during the 1971 calendar year. However, I would attempt to see if the State Highway Commission could get funds available to use during the 1972 construction year. Mr. Leedom advised that this was satisfactory with him inasmuch as the City had some heavy sewer work to do in the area and also that they would have some problems coming up with their share of the funds to finance the project.

ORIGINAL SIGNED BY
E. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
Tom Edwards
H. S. Cox

TRANSACTION NUMBER 11-3

FORM PR-48
REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 10-28-70

BY (Signature): MR. YOUNG'S OCTOBER 21, 1970 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ PAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. 1042 THRU ____		FEDERAL FUNDS
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	
1042	SU-568(1)	1.82	284,000	180,400

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION: CAPE ARAGO HIGHWAY TO WOODLAND DRIVE SECTION (COOS BAY)

WORK: RIGHT OF WAY

NOTED
TOM EDWARDS

Young
10-28-70

10-28-70

REMARKS (Division)

DEPARTMENT OCT 30 1970

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF RIGHT OF WAY ACQUISITION IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN.

7847

RECEIVED
OCT 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		10-28-70	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
OCT 27 1970
FOR PLANS
7946

October 21, 1970

Mr. R. E. Burgess
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for one Secondary (Right of Way) Project, Route 1053, Project No. SU-[illegible] (1), Cave Junction Highway-Woodland Estates (Cave Jct.) section, which we desire to have included in the Federal-Aid Secondary Highway Program.

This Project has been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-Aid Act.

We are also submitting one copy of Right-of-Way Map, Dwg. No. 98-6-7, showing the acquired right of way outlined in red and request your authorization to proceed with all phases of said right of way acquisition.

Information assistance on this project will be handled through Region 1A Office in Roseburg.

We are also enclosing copies for the State and District 07 Clearinghouse approvals dated April 17, 1970 and March 31, 1970 respectively.

Very truly yours,

R. L. Parker
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Enclosures

RNC:aw

Budget Bureau No. 41-R2067; Approval E

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

October 21, 1970

U.S. DEPARTM
BUREAU

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 65		PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME	STATE CODE (2)
	1	St. Rd. Jct. Cape Arago Hwy., S.E. 1.82 mi.	ADT	6,100	11,800	90	08	Oregon	35

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14	NUMBER 28	SEQ. NO. 7
	Right of Way Acquisition								SU-	568 (1)	

CARD 4	CLASS OF FEDERAL FUNDS	Secondary	COUNTY NAME	Coos	CODE (14)(15) 011
	NAME OF URBAN AREA (17-31)	Coos Bay	ROUTE NO. S	FEDERAL-AID 246 (32)	STATE 243 (36)(37) U.S. (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE 43 46	STEP 52	TERMINI (Full description) 54 58	MILES 59 66	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST 67 76	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	C P (1
1	(1-4 B)	(16)	41	42									
5					PE		St. Rd. Jct. Cape Arago Hwy. S.E. 1.82 mi.						R. O. W all pha reloca and pr (For fu lanes 4' me from
5					ROW		(Cape Arago Hwy. - Woodland Drive Section)	1.82	284,000	180,400	32,600	71,000 (city)	R. O. W Acces Parkin Com
5					CONST (CODE)				(1,200,000)				
							PROJECT TOTALS	1.82	284,000	180,400	32,600	71,000 (city)	

CARD 1	CODE 1	PREPARED BY		
1	14	PROGRAM APPROVAL DATES	(16) (23)(24) (33)	

REMARKS

(2 Businesses — a Moving Cost
(2 Families — b Replacement Housing
(— c Incidental Costs
(Total

Relocation Assistance Payments:

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
ADT	6,100	11,800	90	08	Oregon	35	022	1042

AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
					SU-	568 (1)			

COUNTY NAME: Coos — CODE: 011 — PROGRAM STAGE: 1 OR [ ] 2 [X]

ROUTE NO. S — FEDERAL-AID: 246 — STATE: 243 — U.S.:

ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
				R.O.W. acquisition all phases incl. relocation assistance and prep. work. (For future 4-12' lanes curb section, 4' med. and 2' offset from curbs.)
284,000	180,400	32,600	71,000 (city)	
(1,200,000)				R.O.W. - 80' Min.; Access Control-Partial Parking Restrictions-Complete.
284,000	180,400	32,600	71,000 (city)	

Relocation Assistance Payments:

REMARKS

(2 Businesses	a	Moving Cost	$2,200
(2 Families	a	Moving Cost	800
(	b	Replacement Housing	4,500
(	c	Incidental Costs	350
(Total			$7,850

USCOMM DUSCOMM-DC 49805-P61

CAPE ARAGO HIGHWAY - WOODLAND DRIVE (COOS BAY) SECTION

PROJECT SU-568 (1)

Existing Facility: 2 - 11' bituminous surface lanes with 3' gravel shoulders.

Adjacent Facilities: West End: Junction with Cape Arago Highway.
East End: Same as existing facility.

Project Data: The project consists of all phases of right of way acquisition including preliminary and incidental work, relocation assistance and payments, and actual acquisition of right of way.

System Action, Airports, Railroads, Water Development, Historical and Recreational Areas: None Involved.

Public Hearing: Held May 14, 1970

Location/Design Approval: July 13, 1970

State Clearinghouse Review: Approved April 17, 1970

District #7 Clearinghouse (Coos-Curry Council of Governments) Review: Approved March 31, 1970

RECEIVED
OCT 22 1970

7847

October 21, 1970

Executive Department
Federal Aid Coordination Unit
Room 1 State Capitol
Salem, Oregon 97310

Gentlemen:

In accordance with step 7 of Procedure 15-(65)-01 of Executive Memorandum 01-070-65, we are submitting one copy of the completed authorization for federal-aid funding of the following secondary project:

Index No.	Project No.	Name
1962	[illegible]	Cape Arago Highway - Woodland Drive Section (Right of Way Acquisition)

Very truly yours,

R. L. Barnes
State Highway Engineer

By

L. H. Young
Engineer and Planning Engineer

RNC:mw

Agenda 3b
8-18-70

RECEIVED
SEP 29 1970
FOR FILING
7867

September 17, 1970

Board of County Commissioners
Coos County
Courthouse
Coquille, Oregon 97423

Attention: Fay Crabtree
County Clerk

Gentlemen:

Attached for your information is a copy of "Highway Corridor and Design Resolution No. 384," adopted by the Highway Commission on August 18, 1970, covering the Cape Arago Highway-Woodland Drive Section of the Empire-Coos Bay Highway in Coos County.

Also attached is a survey design approval map.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

Attachment

September 17, 1970

City of Coos Bay
City Hall
Coos Bay, Oregon 97420

Attention: William L. Morin
Mayor

Gentlemen:

Attached for your information is a copy of "Highway Corridor and Design Resolution No. 384," adopted by the Highway Commission on August 18, 1970, covering the Cape Arago Highway-Woodland Drive Section of the Empire-Coos Bay Highway in Coos County.

Also attached is a survey design approval map.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

Attachment

Coos Bay

COPY FOR MR. N. A. Cox
From Floyd Query, Secretary

HIGHWAY CORRIDOR AND DESIGN RESOLUTION

8-18-70

WHEREAS, the State Highway Commission heretofore authorized and directed the Engineer to study and prepare a route location and highway design for the Cape Arago Highway-Woodland Drive Section of the Empire-Coos Bay Highway in Coos County, and in connection therewith to prepare a map showing the location and design for said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed his study and prepared a map showing the route location and highway design and has submitted the same for the final decision of the Commission; and

WHEREAS, under the direction of the State Highway Commission a public hearing was held in the City of Coos Bay on May 14, 1970, to present the Engineer's route location and highway design and considerations bearing on the same, and to record the views of members of the public in connection therewith; and

WHEREAS, after due consideration of the aforesaid map, field notes and other engineering data submitted by the Engineer; the transcript of the testimony given at the public hearing; the views given by various governmental agencies, officials and advisory groups affected by the highway route location and highway design; and also of the social, economic and environmental effects of the route location and highway design proposed by the Engineer, it is the judgment of the Commission that the route location and highway design for said highway section designated as Cape Arago Highway-Woodland Drive Section of the Empire-Coos Bay Highway in Coos County should be approved.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That route location and highway design as shown on the Engineer's map of the Cape Arago Highway-Woodland Drive Section of the Empire-Coos Bay Highway beginning at Highway Engineer's Station 0+74.70 at the junction of the Empire-Coos Bay Highway and the Cape Arago Highway and extending in a southeasterly direction to Highway Engineer Station 81+87.62 just east of 26th Street in the City of Coos Bay, which map for identification purposes bears Survey Design Approval Map File No. 1R-4-455 and the date of August, 1970, field notes and other engineering data submitted by the Engineer hereby are approved and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed the same shall be done in accordance with said route location and highway design unless otherwise directed or ordered by the Commission.

RECEIVED
COUNTY & CITY SECTION
SEP 18 1970
ENGR. COOR. OE AE UE
UPE CE RE RPE

August 18, 1970

3. That this approval and adoption of said route location and highway design constitutes and is determined as instructions to the Engineer to prepare and make available to the Right of Way Section all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction or improvement of said highway section. The approval and adoption shall also constitute authority for the Right of Way Section to proceed promptly with acquisition of the necessary rights-of-way pursuant to the route location and highway design approved hereby with limited access control.

4. That this resolution be entered in the minutes and records of the Commission as of the 18th day of August, 1970, as "Highway Corridor and Design Resolution No. 384."

August 18, 1970

7867

Salem, Oregon
August 11, 1970

Mr. C. T. Keasey
P.O. Box 128
Roseburg, Oregon 97470

Attention: John Quiner II

Cape Arago Hwy.-Woodlawn Dr. Sect.
Empire - Coos Bay Hwy. 243
Coos County

Subject location project indicated an existing "elliptical multiplate culvert" at approximately Station 84 and opposite the spillway on the dam at Ferry Creek.

Please furnish additional information on this conduit as to its configuration and gauge, so that we may indicate the proper type of pipe for the extension to be shown on the construction plan. This appears to be a unique installation, but possibly the Public Works Department can supply you with the needed information on the conduit.

B. J. BARBEE
Design Engineer

By

GEORGE C. WILLS
Chief Locating Engineer

GCW:jg
cc: Frank Terpin

Routing

Serbee
Tait
A. Olson
Sample
Terpin
Swanson
Trout
Wills
Hackleman
Scott
E. Olson
Carstensen

RECEIVED
AUG 12 1970
DIVISION

7867

August 11, 1970

Oregon State Highway Commission

Gentlemen:

Surveys have been completed on the following two sections. All required public hearings have been held and we have received design approval from the Bureau of Public Roads.

Garden Valley Road-Fairgrounds Section, Pacific Highway (I-5), Douglas County.

This is the section of interstate freeway through Roseburg which will be constructed with two 24-foot travel ways separated by a 16-foot median and 10-foot outside shoulders. Reconstruction of the Harvard Avenue Interchange, revision of several structures and a curve revision at Mt. Nebo are proposed. A combination corridor-design hearing was held March 17, 1970, and the Bureau of Public Roads approved the design July 2, 1970. The length of this section is 2.49 miles and the total estimated cost for construction is $7,700,000 (Construction $6,500,000, Right-of-way $1,200,000).

Cape Arago Highway-Woodland Drive Section, Empire-Coos Bay Highway, Coos County.

This project generally follows the existing highway alignment with minor revision in horizontal alignment. The proposed design consists of a 56-foot curbed section to provide four 12-foot lanes, 4-foot median, and a 2-foot curb shy distance. Parking will be prohibited throughout the project. Public hearings were held May 14, 1970, and design approval was received from the Bureau of Public Roads July 13, 1970. This project is listed on Program XII and received finance approval December 23, 1969. The length of this section is 1.54 miles and the total estimated cost is $1,475,000 (Construction $1,200,000, Right-of-way $275,000).

Maps for these projects are attached for your information.

I recommend survey-design approval and request authority to purchase the necessary rights-of-way.

This matter will be on the agenda for your consideration at the August 18 meeting.

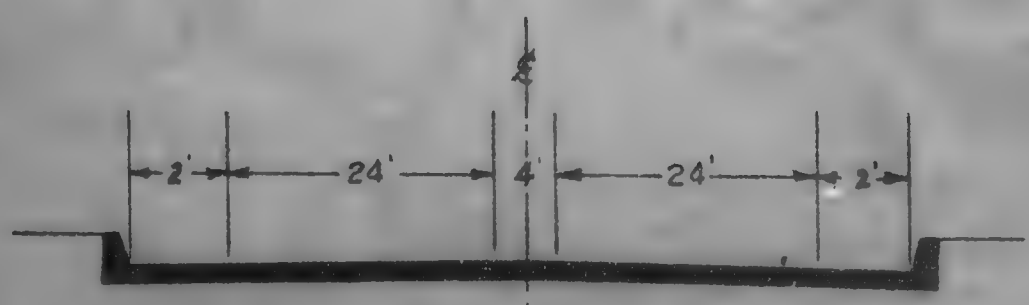
Very truly yours,

R. L. Porter
State Highway Engineer

Attach.

cc: Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
L. H. Young
D. J. Barbee
D. H. Moehring
V. E. Skoog
C. T. Keasey

BLG:aw fn



TYPICAL SECTION

DRG. NO. 1R-4-455

P. 13W. W.M.

SURVEY ADOPTED
10-1-68

PUBLIC HEARING	5-14-70
SYSTEM ACTION	
COUNTY	None Required
STATE HIGHWAY COMMISSION	None Required
BUREAU OF PUBLIC ROADS	None Required
THROUGHWAY RESOLUTION ADOPTED	None Required
ACCESS CONTROL	Limited

APPROVED: AUG 10 1970

ORIGINAL SIGNED
TOM EDWARDS
DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

SURVEY DESIGN APPROVAL MAP

CAPE ARAGO HWY - WOODLAND DR. SEC

EMPIRE - COOS BAY HIGHWAY

COOS COUNTY

DRG. NO. 1R-4-455

SCALE: 1" = 600'±

DATE: AUGUST, 1970

FOR DETAILS SEE DRG. NO.
98-4-7

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

"Revised"

Section CAPE ARAGO HWY. - WOODLAND DRIVE Highway Empire-Coos Bay (FAR 246) County Coos Prefix 106-1464

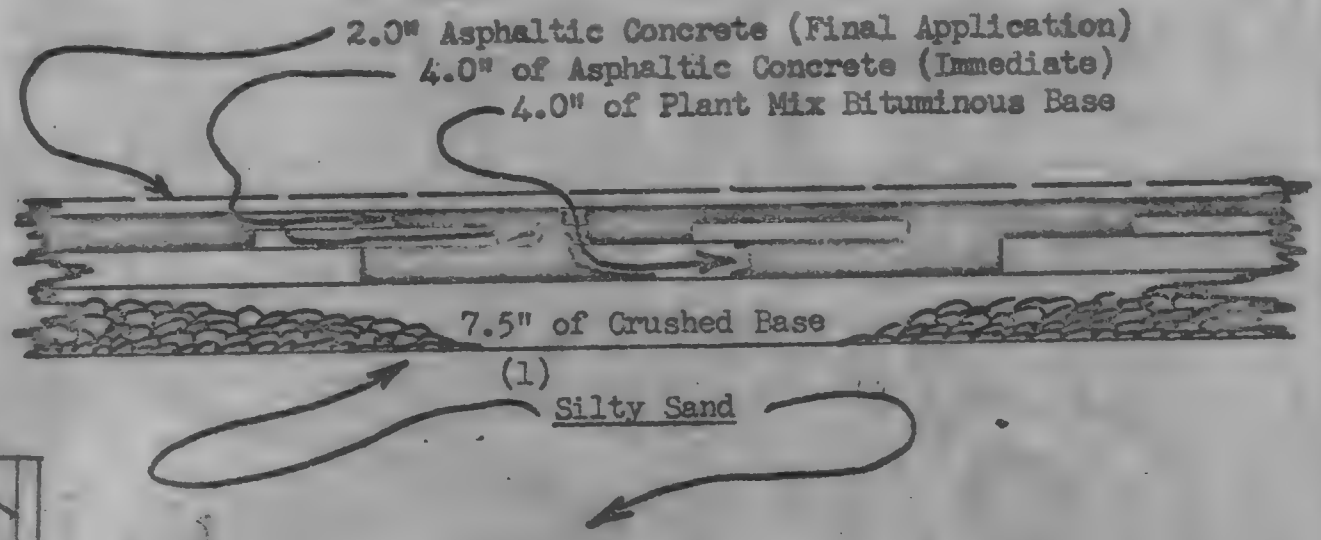
Res. Engr.____ Approx. Length 1.84 Miles. Sta.____ to Sta.____ Date 6-9-70

Truck A.D.T. 501 Traffic Coefficient 9.0 18 kip s.a. per day 133.9.

Annual Precipitation 58" (North Bend) Frost Penetration - - - -.

NEW WORK

(1)
Typical Soil
29 LL
0 PI
98 %P 10
30 %P200
1 %Gravel
3 %C Sand
66 %F Sand
16 %Silt
14 %Clay
17 "R" Value



	CBE Total Req.	Credit	Actual Thick.	
		4.0	2.0	AC (FA
		8.0	4.0	AC (I)
		7.0	4.0	P.M.B.
		7.5	7.5	Cr.Bas
	26.5	26.5	17.5	

AASHO CLASSIFICATION:

A-2-4

MATERIAL SOURCES:

To be determined by the Engineer.

See Page 2 for remarks.

RECEIVED
JUN 12 1970
FOR FILING

7917

cc:
F.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist

Submitted by C. F. Berg
for Staff Assistant

Recommended by John C. Jenkins
Engineer of Materials

Recommended by A. F. Nelson
asf Construction Engineer

Approved by F. B. Klaboe
Asst. State Highway Engineer

6-9-70

SECTION: CAPE ARAGO HWY.-WOODLAND DRIVE

HIGHWAY: Empire-Coos Bay

COUNTY: Coos

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Aggregate Base	Aggregate Base	"CBE" Total Requirement	Actual Thickness
7.0 - 8.0	3.5"	4.0"	—	8.0"	22.0"	15.5"
6.0 - 7.0	3.0"	3.0"	—	7.5"	19.0"	13.5"
5.0 - 6.0	2.0"	—	2.0"	10.0"	16.0"	14.0"
Cars Only	2.0"	—	2.0"	6.0"	12.0"	10.0"

Remarks:

The Project Base Design has been revised to update traffic from 1966 to 1970, and to plan for stage construction.

Four holes were drilled in the "Existing Roadway" in January 1967. Visual inspection at that time revealed the section to be in poor condition, alligatored areas, extensive cracking and rutting, and heavy patching throughout the project. The A.C. or Oil varied in thickness from 3.0" to 5.0" and the base material averaged 2.0". A 9.5" A.C. overlay would be required should the present facility be utilized.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0 "	Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8 "	Crushed Base
1.0"	Cement Treated Base	=	1.8 "	Crushed Base
1.0"	Oil Mat	=	1.1 "	Crushed Base
1.0"	Stone Subbase	=	0.8 "	Crushed Base
1.0"	Lime Treated Subgrade	=	"	Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

TRAFFIC ANALYSIS

SECTION: CAPE ARAGO HWY. - WOODLAND DRIVE

HIGHWAY: Empire-Coos Bay

COUNTY: Coos

6100 Present ADT (1970)

5.6 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	160	1.9	304	232	450	104,400
3	113	1.9	215	164	1000	164,000
4	2	1.9	4	3	1250	3,750
5	70	1.9	133	102	3180	324,360
6	0	---	---	---	2570	- - - -
				501	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 596,510

TWENTY YEAR EWL 11,930,200

TRAFFIC COEFFICIENT 9.0

SECTION: CAPE ARAGO HWY. - WOODLAND DRIVE

HIGHWAY: Empire - Coos Bay (FAR 246)

COUNTY: Coos

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally A.C. or Oil
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as traffic does not warrant use of C.R.P.C.C.

7867 Cape Arago Hwy.-Woodland Dr. Sec. 1973
of Empire-Coos Bay Hwy. in Coos Bay
(Grading, paving, and signals) #2

OPA 5332 4-19-72
11-1-74

November 7, 1978

City of Coos Bay
City Hall
Coos Bay, OR 97420

Attention: Irving G. Johnson
City Recorder

MISC. CONTRACTS AND AGREEMENTS No. 2230

Gentlemen:

Attached for your files is a fully executed copy of an agreement which relieves the City of Coos Bay of a portion of your commitment to participation for the Cape Arago Highway-Woodland Drive Section of the Coos Bay-Empire Highway in Coos County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

bkr

Enclosure

bc: Gerald Wimer (agreement attached)

7167

DATE: August 8, 1978

TO: Oregon Transportation Commission

FROM: F. B. Klaboe, Assistant
Director For Operations

SUBJECT: Supplemental Agreement With City of Coos Bay
Coos Bay-Empire Highway

In December 1965 the State and City of Coos Bay agreed to jointly finance construction of the Cape Arago Highway-Woodland Drive Section of the Coos Bay-Empire Highway. Costs were to be shared 75 percent State and 25 percent City.

At that time, the City's share was estimated at $212,500. Bids were received March 8, 1973. By then, inflation and design details had increased the City's share to an estimated $481,355. The increase necessitated the Commission authorizing April 17, 1973, an extended repayment plan. Final costs have increased the City share to $[illegible].

Federal participation on this State Highway system project, although only 64 percent, reduced actual State dollars to $305,204.

A recent payment by the City of Coos Bay brings their participation to date to $450,000.

On Federal Aid Secondary-County (FAS-C) and Urban (FAU) projects not on the State Highway system we now share 50-50 the nonfederal aid portion and pay the entire nonfederal aid portion on FAU projects on the State Highway System.

Considering this project is on the State Highway system, lesser actual State dollars than the City and the large cost increase, I recommend the total City cost be limited to the March 8, 1973, estimate of $481,355 rounded to $480,000. This leaves the City a final $30,000 payment and makes the State dollar cost $355,537, still less than the City's share.

This matter will be on the August 15 meeting agenda and I recommend your approval.

bc: C. W. Head - Please place under Operations
R. A. Burco
L. W. Rullen
H. S. Coulter
Alfred Shirley
George Bell
D. H. Moehring
C. T. Keasey
V. E. Skoog

DNH:GWW:lml srb

F. B. Klaboe
Ass't. Dir. for Operations

August 4, 1978

G. W. Wimer
Local Government Manager

Construction-Finance Agreements
Cape Arago Highway-Woodland Dr. Sec.
Empire-Coos Bay Highway #243
Contract #7867, U.S. 568(2)
City of Coos Bay

Under date of December 19, 1966, the Oregon Transportation Commission (State Highway Comm.) approved an agreement with the City of Coos Bay for financing and construction of the Empire-Coos Bay Highway #243 (Ocean Blvd.), lying basically between the Cape Arago Highway (Newmark St.) and Central Avenue.

On August 29, 1967, June 25, 1970, December 12, 1972 and April 17, 1973, the City and State entered into supplemental or amendments to original agreement of 12-19-66, relating to rights-of-way, street connections, extended payments, and related activities.

In December of 1966, the estimated cost of the project (75% State & 25% City) was $850,000, for right-of-way ($80,000) and construction ($770,000). During the subsequent years, the proposed project particulars grew like topsy and, ultimately, bids were received at the March 8, 1973 bid letting with total estimated cost of project, based on bids received, at $1,925,420.

Pursuant to the above referred to agreements, the City was to pay 25 % of all project costs ($481,355), which amount was requested of them on March 9, 1973. Under date of March 15, 1973, a letter was sent to the State by City relating to previous financial arrangements which were considerably less than the $481,355 being requested and the burden being placed upon the City for a final lump sum payment of $181,366.

The agreement of April 17, 1973 provides for the City to make payments of $75,000 annually on or before June 1 of each year through 1978, with final payment due, with adjustment, in 1979.

The contract #7867 was awarded to Fred H. Slate Company of Portland, Oregon, on March 30, 1973 and was completed in February, 1975.

This project has not been finaled by the State, however the records reveal an actual total cost of project to be $2,121,091.23 (R/W $298,814.89) and (Construction $1,822,276.34).

Don H.

Pursuant to the agreements, the City's portion of project is estimated to be $530,272.81, of which $450,000 has been paid leaving a balance due by June 1, 1979 of $80,272.81.

This project had an overrun of approximately 13.5%, which can be attributed to several matters such as: wet ground conditions, perforated pipe quantities and embankment foundation, prolonged labor disputes, earthwork quantities overran for burrow material to complete necessary embankments, bituminous base, base rock and drainage for stage construction to carry traffic through the winter. A major factor in the high cost of the project was that of a crew transfer from Eastern Oregon to Coos Bay to engineer the project, causing a considerable increase in engineering costs.

This project funding involved basically 64% Federal, 25% City of Coos Bay, and 11% State.

It is obvious the City paid considerably more proportionately than the State, due to State's utilization of Federal funds. In that event, it appears some adjustment should be considered due to the financial position the city is in.

Engineering significantly overran with $77,721.26 non-participating. We presently split non-participating engineering on FAS-C projects and are considering it with respect to other programs. This amounts to a $38,860.63 reduction, say $40,000, based on 50% of engineering overrun (non-participating).

Based on the foregoing, and the City of Coos Bay's repeated requests for relief, and in consultation with Mr. Al Shirley, Region 3 Engineer and Mr. Don Harwell, County-City Coordinator, it is my recommendation that the State credit the City of Coos Bay with any other costs exceeding a maximum of $490,000. A final payment of $40,000 would be due from City in accordance with the agreements, prior to June 1, 1979. In essence, this would make the State's total project cost an additional $40,272.81, or a total of $1,631,091.23 to State.

If you agree to an amended agreement based on the foregoing facts, please indicate your approval and return a copy of this letter, after which an agreement will be submitted to the City of Coos Bay for consideration and approval.

DMH:GWM:lml

cc: H. S. Coulter
A. Shirley, Reg. 3

8-4-78 FB Klaboe
approved concept. Wants
to present to Commission
first. Prepare letter for him

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Cape Arago Highway-Woodland Drive Section **Coos County**					
	Construction					
	Type Code 0203					
	Roadway (Sta. 0+74.70 to Sta. 108+11.91)(Contr. #7867)		Lump Sum		$1,559,948.07	
	Final Contract Payment Summary		All Required		2,430.28	
SFO	#2 Stage Construction Striping		All Required		760.60	
SFO	#6 Permanent Striping		All Required		9,044.94	
SFO	#8 Correct Drainage		All Required		778.40	
SFO	#9 Revised Traffic Signals					
	TOtal Construction Cost				$1,572,962.29	
	Construction Engineering		All Required		$ 157,962.23	
	State					
	Miscellaneous Project Costs		All Required		82.40	
	Equal Opportunity Program Expense					
	Total Participating Cost				$1,730,340.92	
	Nonparticipating Items					
	Final Contract Payment Summary		Lump Sum		$ 3,449.26	
SFO	#1 Adjust General Telephone Co.		All Required		1,567.00	
SFO	#3 Relocate Water Meters		All Required		35.60	
SFO	#4 Work by Coos Bay-N.Bend W. Board		All Required		1,020.57	
SFO	#7 Furnish & Install Signs		All Required		4,817.06	
	Interest Paid To Contractor		All Required		136.56	
	Construction Engineering		All Required		[illegible]	
	Utility Audit Expense		All Required		[illegible]	
	Equal Opportunity Program Expense		All Required		.55	
	Total Nonparticipating Cost				$ [illegible]	
	Total Cost				$1,[illegible]	

Prepared based on costs shown on the Federal Billing as of 5-13-76.

8-3-78
Note: See letter to Klahre from Mechanic for overall compilation of project costs & suggested reduction for participation
Coos Bay total
DmH.

AMOUNT CARRIED FORWARD.....

FORM PR-20A (6-71)

★ U.S. GOVERNMENT PRINTING OFFICE : 1973—521-266/5023 3-1

(MEMORANDUM) Final Voucher

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, Oregon 97310

PAID BY

(For use of Paying Office)

STATE Oregon

FEDERAL AID PROJECT NO. US-58B(2)

VOUCHER PERIOD: FROM 1-16-73 TO 12-16-75

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
Group 1 $1,745,738.80	$1,663,123.97	63.66%	$1,058,744.72	$1,058,744.72	$ 0.00	
Group 8 $ 72,786.39	67,216.95	63.66%	42,790.31	42,790.31	0.00	
$1,818,525.19	$1,730,340.92	63.66%	$1,101,535.03	$1,101,535.03	$ 0.00	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon

V.E. Skoog
Controller

$ 0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Cape Arago Highway - Woodland Drive Section					
	Coos County					
	Participating amount as					
	Shown on Final Voucher	Lump Sum			$1,730,340.92	
SFO	#8 Correct Drainage	All Required			2,368.94	
SFO	#9 Revise Traffic Signals	All Required			449.68	
	Construction Engineering	All Required			364.94	
	Total Participating Cost				$1,733,524.48	
	Nonparticipating Amount as					
	shown on Final Voucher	Lump Sum			$ 88,184.27	
	Construction Engineering	All Required			563.59	
	Total Nonparticipating Cost				$ 88,747.86	
	Total Cost				$1,822,272.34	
	Prepared based on costs shown on Federal Billing as of 8-25-77					

+ $4.00

$ 1,822,276.34 construction
298,814.89 right of way

Non-Participating
$ 77,721.26 ÷ 50 %
38,860.63 or say
$40,000.00 = final payment from City
450,000.00 = paid to date

Total = $2,121,091.23
city = 490,000.00
State = 1,631,091.23

AMOUNT CARRIED FORWARD.....

FORM PR-20A (6-71)

GPO 914-021

(MEMORANDUM) **Post Final Voucher**

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

D.O. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: U.S-569(2)

VOUCHER PERIOD: FROM 1-16-73 TO 12-16-75

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
Group 1	$1,749,439.54	$1,666,303.38	63.66%	$1,060,768.73	$1,060,768.73	$ 0.00	
Group 8	72,832.80	67,221.10	63.66%	42,792.95	42,792.95	0.00	
	$1,822,272.34	$1,733,524.48	63.66%	$1,103,561.68	$1,103,561.68	$ 0.00	

RECEIVED DIVISION OFFICE — BY — DATE

FIELD AUDIT MADE — BY — DATE

PASSED FOR PAYMENT — BY — DATE

REMARKS

Oregon

V.E. Skoog
Controller

$ 0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

Jay Comforth

Cape Arago Hwy – Woodland Dr Section
Empire – Coos Bay Highway

Please carry my inquiry a step further and determine blanks below:

Funds	R/W R/W	R/W w/Engr	Construction Const Engr	Construction w/Engr	Total R/W & Const Including Engr
City			—	450,000.00	450,000.00
Fed	181,992.58	179,114.00	P 157,743.57	1,103,361.68	1,285,554.26
State	116,822.31	116,834.79	N 77,726.88	268,715.73	385,538.04
Total	298,814.89	295,948.79	235,470.45	~~1,822,276.54~~ 1,822,277.41	~~2,121,091.23~~ 2,121,092.30
% Fed	61%	61%	67%	61%	61%

Not used in total only partial Dan H.

Jerry

Contract No 3867
Profit 106-1023
Proj. Corp Area - Woodland Dr.

Job cost Summary
As of June 30, 1978

	Total cost	Fed	city	state
106-1023	1,822,277.41	1,103,561.68	450,000.00	268,715.73
106-2509	298,814.89	181,992.58	—	116,822.31
Totals	2,121,092.30	1,285,554.26	450,000.00	385,538.04

2,121,092.30 Total cost
88,747.86 Less Non Participating cost
2,032,344.44

Fed share
1,285,554.26
530,273.06 Est. cost city
1,815,827.32 total Fed & city

total cost
2,121,092.30 — 1,815,827.32 = 305 264.98 state
530,273 — 480,000 = 50 273.00
355,537.98

Return to Clark after circulation
Harwell

FORM 81-734-2030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Roseburg, Oregon
June 17, 1977

Jack H. Ayres

FROM: JACK AYRES
Regional Utility Engineer

SUBJECT: Cape Arago Hwy.-Woodland Dr.
Utility Adjustments
Contract No. 7867

TO: Glen Clark
Regional Federal Aid Engineer

Sandy - copy to Don
Harwell in PM.
Glen

Three State Force Orders were written to cover utilities to be adjusted under this contract. I will describe each individually to identify them and their relation to the overall contract cost.

S.F.O. No. 1 This S.F.O. was written 1-8-73 in the amount of $1567.00 to cover the moving of General Telephone Co. facilities located on private right of way. This makes the moves reimbursable but since it was anticipated, it is included in the contract costs.

S.F.O. No. 3 This S.F.O. written 6-27-73 for $7000.00 covers Coos Bay-North Bend Water Board meter adjustments. Right-of-way negotiations prior to contract failed to take these adjustments into account and it was determined that it should be the state's obligation at this later date to assume the financial responsibility for these adjustments.

S.F.O. No. 4 S.F.O. No. 4 for $595.00 was written 10-19-73 to lower a number of previously adjusted water meters because unsuitable subgrade material was encountered and subexcavation was ultimately required.

Both S.F.O.'s 3 and 4 were unanticipated and their total dollar amount of $1056.17 was added directly to the contract cost. Also both were non-participating by FHWA. All are, however, legitimate charges and have been handled according to law and policy.

It can be noted here that on S.F.O. No. 3, $7000.00 was estimated while only $1020.57 was actually charged against the job. On S.F.O. No. 4, $595.00 was estimated and only $35.60 charged. It appears that utilities adjustments contributed only minimally to any overruns in this contract.

The above figures were furnished by Ben Vaughn, Finance Section, in Salem.

ja/cw

PROJECT MANAGEMENT
JUN 22 77
REFER TO: Grang
Harwell 6/12
FOR
Take | Investigate | R/D | Action | File | Letter | See me

ROSEBURG REGION
RECEIVED
JUN 21 1977
RE | E | OE | RDE | TE
RDE | DE | RSS | FILE
ENV | ROI

NOTED
...TOR C. H...

Drink

Contract #7867 (Ocean Blvd) Woodland Dr - Cape Arago Hwy - Sect. Coos Bay - Empire Hwy #243

Orig Proj 850,000

25% [redacted] City
587,500 St 93,500

Bid Cost 1,925,420

4% [redacted] City
1,444 065 St. 211,796

Final 2,121,091

4% [redacted] City
1590,818 St. 233,320
50,273
283,593

2,121,091
- 88,747.86
2,032,343.11 x.64 = (+1,285,554.30) (+300,699.09) Actual Diff 48,918
530,273.00

2,121,091 - (790,426.59) = (1,350)
1,830,977.09 290,119.41
1,815,822.20 305,264

6-15-77

Don —

Contact Paul Olson before you go on vacation — Hauls Coos Bay file

OK - 6-16-77 (11am)
Don H

Jerry

Proj. # = 90-568(1)
Prefix = 106-2509

OK $ 1,818,525.19 = Const & Related work
OK — 298,815.13 = Rt of Way

$ 2,117,340.32 Total
÷ 25% = $529,335 Cty Cost

Contact to Coos Bay Nov. 1972 — 71-863-5466 (Tyson) Crew # 080-03 — John McLaughlin Men #8 transferred to Coos Bay Area

7-6-78 → Add'l $75,000 pd to State June 1978 to date this makes $450,000 paid

7-17-78

Coos Hwy

$8580.38 Transfer from PE to const.

Coos Bay Hwy
Coos Arago Hwy - Woodland Drive
Ocean Blvd - Cont. #7867

Invoice #117194

$525,000 due
3/14-73 481,355 request
6-77 375,000 Paid to date
6-78 480,000 pd 6-1-78 date

ODOT Comm Unm - 1974
13.5 % overrun
$220,067.25 extra
$1,845,487
300' 580 r RW =
2,145,554-4 530,000 ± or 25%

U. Kinns - 378-5034
B. Tyson - 863-5466

DATE: February 10, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Petro Escalation Claims

See: Leg 4 SB 416 1975

Leg 4 SB 1009 1974

The 1974 special session of the Legislature passed Senate Bill 1009 (now ORS 279.332) which allowed the State to compensate contractors for increased costs of petroleum products on which prices increased more than 10 percent. The law applies only to contracts existing prior to January 15, 1974. The law is permissive, saying, "A state agency at its option may modify the provisions of the public contract to increase the contract price so that the petroleum product cost increase is apportioned between the contracting parties in such manner as they may agree." A similar but mandatory law was subsequently passed by the 1975 Legislature, including another year of contracts (up to 1-23-75), but was vetoed by Governor Straub after a strong recommendation from us to do so.

We had 95 contracts eligible for consideration in various stages from those just awarded to some virtually completed. At the time the law was passed, it appeared the petro item with the most potential for price change and total money potential was asphalt. We had about 82,000 tons of asphalt left to use under eligible contracts. The first large request for escalation was made on behalf of the paving subcontractor on Contract No. 7867, Cape Arago-Woodland Drive in Coos Bay. After discussions with the contractor, the State took the position that escalation on the asphalt would be recognized only after the contractor had exhausted all other remedies to secure the needed asphalt at original price quotations. As the 1974 contract paving work was accomplished, most contractors secured asphalt price protection on the work eleigible under the law. Minor exceptions were where a contractor or subcontractor had changed suppliers or the work was delayed. The contractor on the Coos Bay contract did not pursue his claim against the State further, and we understand they also secured the asphalt at original prices. A majority of the eligible contracts were completed within one year and by then, of course, all new work was being bid and performed at higher prices.

The price protection on asphalt continued on into 1975 on the remaining old work with at least one large contractor resisting pressure from his supplier for a higher price. (This was the Woodburn-Hayesville project by Gordon Ball Company, and paving there continued on into 1976.)

The end result with respect to asphalt has been that the eligible contracts were completed and with no apparent severe financial hardship on any contractor that we are aware of. In those instances where paving work was added to a contract by change orders, we have repriced the added work in accordance with higher current prices. We believe this, along with our earlier resistance to renegotiating existing contracts, helped preserve the integrity of their bid prices. We contracted a large volume of A.C. paving in 1975 and 1976 at the then higher prices, so logically this later work may have subsidized the completion of the older ones.

A different situation has evolved with respect to other petro products, particularly diesel fuel. Unlike asphalt, the amount of fuel used on our contracts is probably a very small fraction of the total market. Early in 1974, we were expecting fuel allocations and, for some contractors, the basic problem became just getting the necessary fuel at all, regardless of prices. Bidding practices with respect to fuel needs were apparently often less formal than for asphalt, so suppliers had more latitude to raise prices to contractors. Prices increased from about 14 cents per gallon to 37 cents from 1974 to 1976. A graph of the prices documented on the three largest projects is enclosed.

Obviously, the accumulative money effect of these higher prices became most severe on the largest and therefore longest running contracts. (All the contracts eligible under ORS 279.332 have been completed.) We have specific active claims for petro escalation on three contracts.

The largest claim is on the largest and longest (time) project, Woodburn-Hayesville Contract No. 7866. Two others are on Ladd Canyon-N. Powder on I-80N and a smaller one on the last eligible project to be completed, S. Tigard-Tualatin River on I-5.

We have considered for some time the various aspects of these claims, how to respond to them and carry out the legislative intent. There are good arguments both for and against making such adjustments. We have even listed some of these arguments as shown attached. We believe the contractors themselves were divided on the question at the time the legislation was considered.

My conclusion is that some sharing of these large increases in fuel cost would be equitable and appropriate. I suggest the State share in half of the escalation cost that occurred on fuel only (the largest claim is for fuel only, anyhow). Adjustment on this basis would not create any "windfall" profits. The total estimated cost should not exceed $215,000. We would seek federal participation in this.

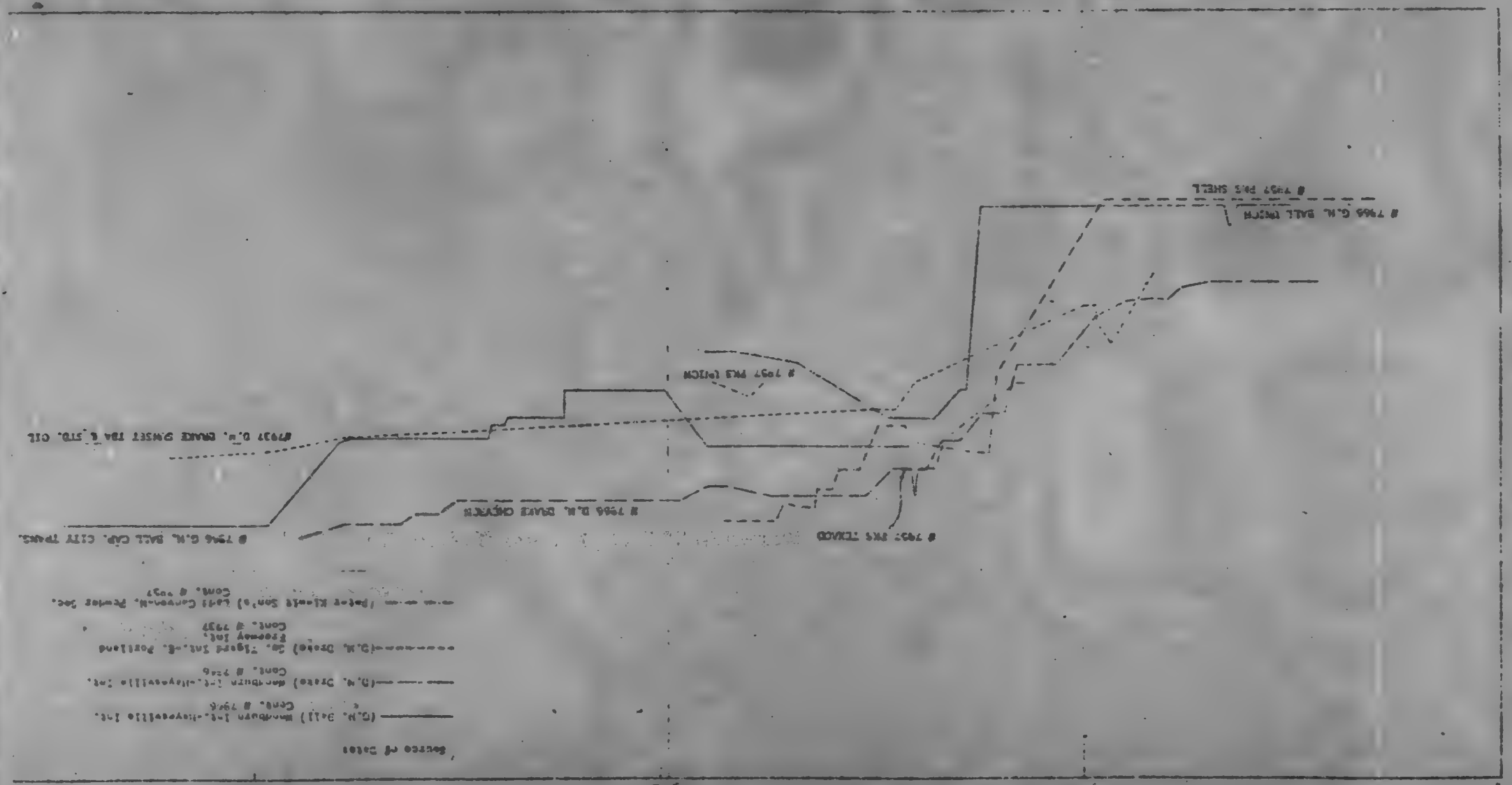
We do not know whether this approach will be agreeable with the contractors, but request your authorization to settle these claims with this objective.

Att.

JAB:fr ia

bc R. A. Burco
C. W. Head
F. H. Klaboe w/att.
E. S. Hunter "
R. L. Schroeder
G. T. Keaney
Walt Barrie "
George Bell
Max Klotz

MONTHS


1974
1975
1976
$/BBL
Source of Data
(U.M. Jan.) Monmouth Int.-Cheyenne Int.
Cont. # 7976
(U.M. State) Monmouth Int.-Cheyenne Int.
Cont. # 7246
(U.M. State) 2a. Tigard Int.-E. Portland
Freeway Int.
Cont. # 7937
(Peter Kiewit Son's) Lodi Canyon-N. Fremont Dec.
Cont. # 7937
7946 G.M. BALL CAP. CITY TRANS.
7946 D.M. DUKE CHEVRON
7937 D.M. DUKE DWEST IDA & STD. OIL
7937 PKS TEXACO
7937 PKS TEXACO
7946 G.M. BALL UNION
7937 PKS SHELL
CHART OF THE INCREASED '74 GAL
OF DIESEL OIL PRI'N JAN. 1973 TO
AUG. 1975

PETRO ESCALATION CLAIMS (UNDER SB-1009 - 1974)

CONT. NO.	AWARD DATE	PROJECT	CONTRACTOR	CONTRACT AMOUNT	PETRO CLAIM AS PRESENTED	VERIFIED AMOUNT 1)	FUEL AMOUNT ONLY VERIFIED, ORIGINAL CONTRACT 2)	% OF CONTRACT AS VERIFIED FUEL ONLY	REMA
				ACTIVE CLAIMS					
7866	3-16-73	Woodburn-Hayesville	Gordon Ball	$20,340,000	$263,967.17	$302,296.33	$270,916.00	1.33	Claimed for fu and after 10%
7857	12-20-72	Ladd Canyon-N. Powder	Kiewit	8,271,616	183,617.54	166,337.60	130,012.00	1.57	Claim includes fuel.
7937	9-19-73	S. Tigard-E. Portland Freeway	Drake	13,308,754	7,074.72	7,782.19	7,470.90	0.06	Claimed for fu and after 10%
7970	11- 1-73	Milton-Freewater-Wash. State Line	S. D. Spencer	3,846,802	84,144.64	Not verified	(Details not available no response since 5-6-76)		Claim is for phalt & $53,2 related to la time.
				INACTIVE CLAIMS - DENIED OR DROPPED					
7960	10-26-76	Hogan Rd.-Boring	Gordon Ball	$ 1,107,247	$ 1,774.38	Not verified	-	(.16)	Denied. Gaso
7867	3-30-73	Cape Arago-Woodland Dr.	Slate	1,405,367	$32/ton asph.	Not verified	-	-	Denied. Appa
7936	9- 7-73	Deadman's Cr. Slide	Wm. McBee	142,266	782.00	782.00	-	-	$33/ton on 19 denied.
7895	6-22-73	Button Bridge	Workman	721,883	2,356.00	2,356.00	-	-	Claim for $33 asphalt denie tract conflic
7973	12- 5-73	Umpqua Hwy. Jct. (Reedsport)	Laskey-Clifton	137,607	5,016.00	Not verified	-	-	Claim for $32 & propane; su conflict, den
7799	8-14-72	Park St.-Pac. Hwy. (Ashland)	Ross Bros.	1,343,103	1,488.00	Not verified	(1488)	(0.1)	Denied.
7660	11- 4-71	S.E. Causey-Gladstone	Gordon Ball	9,421,581	8,099.00	Not verified	(5618)	(0.06)	Claim for gas Asphalt, drop

1) Without excluding any %.
2) Excludes fuel used for change order work added to contract. No further % reduction.

ALATION CLAIMS (UNDER SB-1009 - 1974)

TRACT OUNT	PETRO CLAIM AS PRESENTED	VERIFIED AMOUNT 1)	FUEL AMOUNT ONLY VERIFIED, ORIGINAL CONTRACT 2)	% OF CONTRACT AS VERIFIED FUEL ONLY	REMARKS
ACTIVE CLAIMS					
40,000	$263,967.17	$302,296.33	$270,916.00	1.33	Claimed for fuel only, and after 10% excluded.
71,616	183,617.54	166,337.60	130,012.00	1.57	Claim includes more than fuel.
08,754	7,074.72	7,782.19	7,470.90	0.06	Claimed for fuel only, and after 10% excluded.
46,802	84,144.64	Not verified	(Details not available no response since 5-6-76)		Claim is for $30,908 asphalt & $53,236 diesel; related to late completion time.
TIVE CLAIMS - DENIED OR DROPPED					
07,247	$ 1,774.38	Not verified	-	(.16)	Denied. Gasoline only.
05,367	$32/ton asph.	Not verified	-	-	Denied. Apparently dropped.
42,266	782.00	782.00	-	-	$33/ton on 1974 asphalt denied.
21,883	2,356.00	2,356.00	-	-	Claim for $33/ton on 1974 asphalt denied. Subcontract conflict.
37,607	5,016.00	Not verified	-	-	Claim for $32/ton asphalt & propane; subcontract conflict, denied.
343,103	1,488.00	Not verified	(1488)	(0.1)	Denied.
421,581	8,099.00	Not verified	(5618)	(0.06)	Claim for gasoline & CRS-1 Asphalt, dropped.

d to contract. No further % reduction.

ARGUMENTS FOR PETRO ESCALATION ADJUSTMENT

1. Escalation of some prices has in fact occurred and the law permits part of it to be reimbursed.
2. The large claims are from long term projects more vulnerable to unforeseen cost increases not only on petro items, but many others as well.
3. It is inherent in accomplishing large projects that they be undertaken by large firms. Only a few larger firms have the necessary resources to risk and the expertise to build them.
4. The contractors with the two large claims probably suffered large losses on the projects anyway. The petro escalation increased their losses.
5. At least one of the contractors (Ball) has apparently diligently resisted asphalt price increases (Any petro adjustment made would presumably be complete and final for all claims).
6. The Department encouraged the veto of a subsequent law which would have made escalation reimbursement mandatory. It behooves the Department to show that under the earlier permissive law it has acted fairly. This would be in the long range best interest of public by keeping a reputation of fair dealing with contractors so that they can bid at lowest prices with minimum of contingencies for unknowns.
7. Insisting on more formal fuel quotations and supply contracts at the time of bidding may well have resulted in higher initial pricing of these items.
8. Fuel availability and pricing had been quite stable prior to 1973. It is not reasonable to expect contractors to anticipate the increases that occurred within the next two years and even had this been possible, higher bid prices would have resulted.

9. In late 1973 and 1974 when rapid escalation of fuel prices occurred, there was the added problem of obtaining it at all. The State benefited from the contractors' successful efforts to obtain the necessary fuel to keep projects going and the potential loss to public (had they been unsuccessful) would have perhaps exceeded the direct cost escalation.

10. Adjustment for something less than 90 percent of the increase and with higher beginning level prices for comparison in some cases and limited to fuel only (and with no allowance for interest value during the interim since the costs were incurred by the contractors) would be a very conservative basis of final settlement if it can be negotiated.

11. A negotiated settlement without legal costs or detailed auditing costs or publicity would be the least costly to State.

JAB:fr
11/12/76

ARGUMENTS AGAINST PETRO ESCALATION ADJUSTMENT

1. Contractors involved did not suffer catastrophic results. They are in fact still in business.
2. The two large claims are from large out-of-State firms with diverse interests other than construction.
3. By holding back on recognizing any escalation obligation, price protection to contractors on asphalt may have been enhanced.
4. Loss or increase in cost from fuel escalation is merely one of many factors that could affect cost and profitability, or lack of it, on any project.
5. The Legislative concern at time law was passed may have been focused on asphalt pricing. Escalation on asphalt is not involved on the large claims.
6. To single out petro items for price escalation ignores the large cost increases that occurred in other components such as re-bar.
7. There is no guarantee of getting Federal participation in an adjustment. Specific Federal approval at a high level will be required.
8. Contractors should have had more formal and enforceable fuel contracts at time of bidding.
9. State has paid fair and current prices for all unforeseen work added to these contracts by change orders. It is only the original contract work bid in a free enterprise competitive manner which is involved in the escalation question.
10. At least one Oregon contractor (Cascade Construction Co.) that did significant work as a subcontractor on one of the eligible projects has not claimed escalation.

JAB:fr

11/12/76

June 18, 1975

The Honorable Robert W. Straub
Governor of Oregon
State Capitol
Salem, Oregon 97310

Attention Edward J. Sullivan
Legal Counsel

Dear Governor Straub:

Re: Senate Bill 416
Escalation of Contract Price for
Increase in Cost of Petroleum Products

I have reviewed the provisions of Senate Bill 416 and recommend that this legislation not be approved for the following reasons:

1. This considers only one group of products used in construction, whereas several other materials have suffered similar, if not greater, cost increases.

2. The industry (Associated General Contractors) has not asked us to include escalation clauses in our contracts, though we have discussed the problem with them several times and have given them the opportunity to make such request.

3. The legislation, as written, discriminates between contracting agencies, i.e., "...a state agency shall and a public agency may modify the provisions..." to increase the contract price.

4. Bulk asphalt prices more than doubled between the fall of 1973 and February 1974, with little or no change since that time. Diesel fuel prices have followed a similar pattern with no significant changes since the second quarter of 1974.

Bid prices on asphalt, which include such items as freight charges, handling costs, anticipated price increases, etc., rose to a range of $75 to $90 per ton but, with the steadier prices, have now dropped to $60 to $80 per ton.

5. The existing law covers most of the period of rapid and extreme escalation of asphalt and petroleum prices. The intent of that law was to provide a "last resort" remedy to contractors in dire financial difficulty and in danger of bankruptcy due to such escalation. The Highway Division had 45 contracts in force which were considered to be eligible for consideration. Of these, notices of claims have been received on 14 projects. Four have been completed for some time and no formal claims are anticipated. Claims have been submitted on five projects, four of which have been responded to, indicating, on the basis of information furnished; the contractor has not shown conditions meeting the intent of Senate Bill 1099. The last claim submitted is still being analyzed. There are still three large contracts in effect which are covered by the existing law and on which claims may be expected to be filed. Most of the claims appear to have been dropped.

6. To our knowledge, all our contractors have been able to obtain asphalt at or near the original quotations received from the oil companies at the time of bidding. Had we not insisted that there be a significant impact on the total contract and that any adjustment under the existing law be a "last resort" remedy, even to the extent of possible litigation against the oil companies, it is a certainty that this price protection would have been lost, resulting in several million dollars additional cost to the State and to the contractors.

If Senate Bill 416 becomes law, it will almost automatically result in the loss of price protection on existing contracts, with the additional cost being paid by the people of Oregon.

This bill far exceeds the intent of the original legislation by making it mandatory on the State to negotiate an equitable settlement on increases of more than 10 percent or face litigation.

Sincerely,

F. A. Kinnee, Administrator
and State Highway Engineer

bc: George M. Baldwin
A. E. Johnson
Walt Birrie
E. S. Hunter
H. S. Coulter
C. T. Keasey
Ralph Sipprell

CTK:fr HSC:ia srb

7867 243

FORM E-50

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE May 11, 1976

TO J. H. Versteeg

FROM John R. Oakes

SUBJECT Files No. 48866 and 49127
Cape Arago Highway - Woodland Drive Section
~~Empire~~ Coos Bay Highway
Coos County

I am attaching copies of the memorandum from Mr. Wilson to myself dated May 10, 1976, along with report of interviews on these two files, and a permit of entry on File 49127.

You will note that Mr. Wilson has recommended that File 48866 can be cancelled.

If you agree with this I will be able to certify this project for contracting.

JRO:bt

Attachments

Advised Oakes we will ~~not~~ cancel file.
Addison
5/12/76

Scott - please cancel file 48866 OK. 5/12/76

File cancelled 5-13-76 L.
Used Rev. Request Form for cancellation

1 Versteeg
2 Olson
3 Christensen
4 Scott
Swenson
Savage
Trout

RECEIVED
MAY 12 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

John is checking to see if Permit of Entry is any good.
OK.

Per Bob Dixon
Poles (2) would move 6" toward highway - require cutting 6" into sidewalk for footing. Face of pole would be at back of walk. There are power poles in that position along the project. OK.

REPORT OF PERSONAL INTERVIEW

☐ Non-White

[X] Legal Owner [X] Contract Purchaser ☐ Other File No. 48866

☐ Liaison ☐ Appraisal ☐ Property Mgmt. Last Name Ocean View Memory Gardens

☐ Other Cape Arago Hwy.-

[X] Acquisition ☐ Relocation Section Woodland Dr.

Name Ocean View Memory Gardens, Inc. Address 1525 NW Ocean Blvd., Coos Bay, OR

P1-25SF, P2-25SF, P3-25SF, P4-534SF

Area of Taking P5-714SF, P6-380SF Amount Approved $600

☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit [X] Unimproved

Documents Delivered:

	Date
Brochures, A & R	4-26-76
Letter, O-Benefit	4-26-76
Option	4-26-76
R Claim Forms	None

Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
1st	$600	None	None	4-26-76	4-26-76
2nd	50 (Parcels 2 & 3 only)				5-7-76
3rd					
4th					

DIARY OF CONTACT

Date	All Persons Present and a Statement of the Discussion
4-26-76	Mr. Hansen Stan Williams The offer of $600 was made today, but Mr. Hansen did not agree with this. He considers all of the area involved as possible grave sites and valuing the land on this basis he is thinking in terms of several thousand dollars. Also, he said he is buying this property on contract from Robert Steiner, but Mr. Steiner retained about 2 ac. fronting on Rader Rd. Mr. Hansen will not sign a Permit of Entry until Mr. Steiner gives his approval.
4-28-76	Mr. Steiner Stan Williams Mr. Steiner signed the Permit of Entry today subject to the approval of Mr. Hansen. Also, he said Ron ~~Swork~~ Swank is buying the corner 2.06 ac. parcel on contract.
5-3-76	Mr. Swank Stan Williams Mr. Swank signed the Permit of Entry today on the corner property.
5-3-76	Mr. Hansen Stan Williams Mr. Hansen declined to sign anything. He is concerned about the amount of money he will be paid because he insists it should be valued on a grave site basis. Also, he is worried about losing the trees along the front of the property because they are rather close to the right of way line. He would like to have the right of way line marked.
5-7-76	Mr. Hansen Stan Williams (Phone call) Mr. Hansen was contacted to inform him the right of way line has been staked and now it was thought the conduit could be placed just behind the sidewalk and kept on the present right of way. However, the 2 pole easements would still be needed and our appraisal indicated $50 for the 2 parcels. Mr. Hansen said he would not take less than $400. It was explained the pole base would extend about 2' behind the sidewalk so we would like to obtain a Permit of Entry, but Mr. Hansen said he wouldn't grant this because he would want to settle this on the basis of the $400 first. He wanted to know the type of pole that would be installed here and said he did not want any of the construction on his property. He is still concerned about the trees along this frontage.

By Stan Williams
Right of Way Agent

FORM 81-734-3708 Use reverse side (tumblehead) Stan Williams

RIGHT OF WAY SECTION
RECEIVED
MAY 11 1976
RE | PRC | ATA | PS | CA | RS
To JS CS John Oakes FAO
From Virgil Wilson

OREGON STATE HIGHWAY DIVISION

Right of Way Section

INTER-OFFICE COMMUNICATION

File No. 49127

Date 5-10-76

Subject Permit of Entry

Attached is a permit of entry instrument on subject file that has been split out from the Ocean View Memory Gardens Inc.

Mr. Hansen would not sign a permit of entry or an option for the easement. Frank Morrison staked the project and stated that the conduit could be installed within the R/W and the light poles at the edge of the side walk by cutting into the sidewalk for the foundation. Robert Dixon from bridge design has been notified of the status on R/W.

Please notify this office if the Memory Gardens file can be cancelled.

PERMIT OF ENTRY

File No. ~~[illegible]~~ 49127

Name Ocean View Memorial Gardens, Inc.

Cape Arago Hwy - Woodland Dr Section

Empire - Coos Bay Highway

Coos County

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Gentlemen:

In order to permit the Highway Division of the Department of Transportation to proceed with the construction of the Cape Arago Hwy - Woodland Dr Section of the Empire - Coos Bay Highway, the undersigned does hereby grant the State of Oregon, by and through its Department of Transportation, its employees, agents, or contractors, the right to enter upon the real property described as follows:

(SEE EXHIBIT A) (Note area shaded in green)

Inasmuch as negotiations for the acquisition of said lands have not been completed, this permit is granted to avoid delay in constructing said project.

It is understood that this permit of entry will in no way jeopardize my, our rights in negotiating a settlement or in any legal proceeding that may arise from the State's acquisition of said lands.

It is further understood that the Highway Division will either negotiate a settlement or institute condemnation proceedings by May 1, 1977, and that in the event said lands are acquired by eminent domain, interest on any award will commence on the day the State or its agents take physical possession.

~~[illegible]~~ Robert L. Stevens
(Signature)

Ronald L. Lunak
(Signature)

Dated this 3rd day of May, 1976.

81 734 3840

RADAR AVE.

Cape Arago Hwy. - Central Ave.
Empire - Coos Bay Highway
90-A-7

18+92.97 P.I.
N27,699.68
E11,075.58

Ocean View Memory Gardens, Inc.
67-11-23965

Radar Road

W.P. Mill
167-13

Exting. 4" C.R. Δ 23°51' R. 302.6'

E. & G. Pen
66-2

D. & D.
273-7

NORMA

Exting 136

Set P.I.

Set Mon.

Perm. Ease. & Conduit

Ease. Exp.

Perm. Ease. Pole & Conduit

Overhead Tel. & Power

Exting. Telephone Pole

Exting. Power Pole

Exting. Guy

Exting. Fence

Exting. Building

Exting. Road

Exting. Trail

Exting. Contour

Exting. Creek

Exting. Ditch

Exting. Culvert

Exting. Bridge

Exting. Gate

Exting. Sign

Exting. Mailbox

Exting. Well

Exting. Septic Tank

Exting. Leach Field

Exting. Water Line

Exting. Sewer Line

Exting. Gas Line

Exting. Electric Line

Exting. Telephone Line

Exting. Cable TV Line

Exting. Fiber Optic Line

Exting. Underground Utility

Exting. Overhead Utility

Exting. Pole

Exting. Transformer

Exting. Meter

Exting. Valve

Exting. Hydrant

Exting. Manhole

Exting. Catch Basin

Exting. Inlet

Exting. Outlet

Exting. Culvert

Exting. Bridge

Exting. Gate

Exting. Sign

Exting. Mailbox

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Exting. Septic Tank

Exting. Leach Field

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Exting. Transformer

Exting. Meter

Exting. Valve

Exting. Hydrant

Exting. Manhole

Exting. Catch Basin

Exting. Inlet

Exting. Outlet

34932

34933

44938

44665

44666

44664

48866

40

30

20

10

+77.50
+82.50

+55

Deed 71-5-5908
Deed 71-12-22162
Deed 71-4-5938
Deed 71-4-5938

E.F.G. Pen
66-2-

D.E.D.
273-7

NORMA

Extng 12"

Set Pin

Deed M-73-8-8962
22,307 ± Lt

Deed 71-4-57502
21,030 ± Lt

Deed 71-4-57501
22,210 ± Lt

10,000 ± Lt
44665

16,800 ± Lt
44666

10,725 ± Lt
44667

40

130

(40)

Deed 71-5-53057
9400 ± Lt

6800 ± Lt

Deed 71-12-22166
9400 ± Lt

8750 ± Lt

44938

34933

20

40

44664
Ease. Slope & 71-2-55787
Exp. 12-18-73

25 ± Lt
Perm. Ease.
Pole & Conduit

+49.50
+54.50

H.H.

38 Act Rt

Conduit

+55

20 Lcc

FEB 2

COOS BA

MEMORI

PARI

Road

Radar

~~Anderson~~
~~460~~

Ocean View Memory Gardens, Inc.
67-11-23965

REPORT OF PERSONAL INTERVIEW

☐ Non-White

☒ Legal Owner ☒ Contract Purchaser ☐ Other ____ File No. 48866

☐ Liaison ☐ Appraisal ☐ Property Mgmt. Last Name Ocean View Memory Gardens

☒ Acquisition ☐ Relocation ☐ Other ____ Section Cape Arago Hwy.-Woodland Dr.

Name Ocean View Memory Gardens, Inc. Address 1525 NW Ocean Blvd., Coos Bay, OR

P1-25SF, P2-25SF, P3-25SF, P4-534SF

Documents Delivered: Area of Taking P5-714SF, P6-380SF Amount Approved $600

☐ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☒ Unimproved

Documents Delivered:	Date
Brochures, A & R	4-26-76
Letter, O-Benefit	4-26-76
Option	4-26-76
R Claim Forms	None

Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
1st	$600	None	None	4-26-76	4-26-76
2nd	50 (Parcels 2 & 3 only)				5-7-76
3rd					
4th					

DIARY OF CONTACT

Date	All Persons Present and a Statement of the Discussion	
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By Stan Williams
Right of Way Agent

Stan Williams

FORM 81-734-3708 Use reverse side (tumblehead)

December 23, 1975

Jaqua & Wheatley
Attorneys at Law
825 East Park
Eugene, OR 97401

Attn: John E. Jaqua

Gentlemen:

As requested in your letter of December 16 addressed to the Department of Justice, we are attaching a copy of Contract No. 7961 with Fred H. Slate Company for work on the Cape Arago Highway-Woodland Drive Section of the Empire-Coos Bay Highway in Coos County.

As you will notice, I have certified the contract as a true and correct copy of the original.

Very truly yours,

C. W. Read
COMMISSION SERVICES

fkn:sr
Att.

cc Jack Sollis

JAQUA & WHEATLEY
ATTORNEYS AT LAW
829 EAST PARK
EUGENE, OREGON 97401

TELEPHONE
686-8455
AREA CODE 503

JOHN E. JAQUA
WILLIAM G. WHEATLEY
ROY E. ADKINS
JACK L. MATTISON
RICHARD A. ROBERTA
ROBERT E. FRANZ, JR.
DONALD A. GALLAGHER

RECEIVED
DEC 18 1975
LEGAL

December 16, 1975

Fr ell
Please do
CAC

Department of Justice
Trial Division
211 State Highway Building
Salem, OR 97310

Attention: Mr. Jack L. Sollis
Assistant Attorney General

Re: Claimant : Ingrid Link
Date/Loss : 7-11-74
Policy No. : LAC-6200
LO-10053

Dear Jack:

The Complaint in the above-entitled matter refers to a contract entered into between the Oregon State Highway Commission and Fred H. Slate Co., State Highway Commission Contract No. 7867. Would you please forward to us a copy of that contract as we have not yet received it.

Sincerely yours,

JAQUA & WHEATLEY

John E. Jaqua

JEJ:cl

JAQUA & WHEATLEY
ATTORNEYS AT LAW
825 EAST PARK
EUGENE, OREGON 97401

JOHN E. JAQUA
WILLIAM G. WHEATLEY
ROY E. ASKINS
JACK L. MATTISON
RICHARD A. ROSETA
ROBERT E. FRANZ, JR.
DONALD A. GALLAGHER, JR.

TELEPHONE
686-8483
AREA CODE 503

December 16, 1975

Fred H. Slate Company
P. O. Box 19238
Portland, OR 97219

Re: Ingrid Link v. Massie, et al
Date/Loss : 7-11-74

Gentlemen:

We represent the State of Oregon in connection with the above-entitled action in which the State of Oregon is named as a Defendant. The genesis of this action arises out of the Commission Contract No. 7867, with the contracting parties being the Oregon State Highway Commission and Fred H. Slate Co., and particularly, but not limited to, the Standard Specifications for Highway Construction then in effect, Section 107.21, as follows:

> "Responsibility for Damage Claims - The Contractor shall indemnify and save harmless the Department, its officers and employees, from all suits, actions, or claims of any character brought because of any injuries or damage received or sustained by any person, persons, or property on account of the operations of the said Contractor, his subcontractors or the employees of either; or on account of or in consequence of any neglect in safeguarding the work; or because of any act or omission, neglect, or misconduct of said Contractor."

By virtue of, but not limited to, the above, the State of Oregon hereby tenders to you the defense of this action on behalf of the State of Oregon. This tender is not only for defense, but for you to hold the State of Oregon harmless from any costs or expenses, including attorney fees which may be incurred by the State of Oregon, together with the payment of any judgment which may be obtained against the State of Oregon. In the event the tender is refused, we shall, of course, proceed to defend the State of Oregon, but shall seek to hold you for any costs, disbursements, attorney fees or liabilities of any other kind or nature which may occur.

I would appreciate hearing from you at your earliest convenience.

Sincerely yours,

JAQUA & WHEATLEY

John E. Jaqua

JEJ:cl

cc: Mr. R. T. Holman
Mr. Jack Sollis
Mr. Michael O. Whitty

7867

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

12-5-75

cc: OSED (H S Coulter)
Wash DC (HHO-32)

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	12	Coos	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
12-5-75	R. Schmelfenyg, Engr Trainee	US-568(2)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
2-25-75	5-21-75	A - 123.1 Total - 96.2 %	A - 225 CD Tot(inc.A) 450 CD

APPROVED EXTENSIONS	LOCATION
70 CD	

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

Cape Arago Highway-Woodland Drive
EMPIRE-COOS BAY HIGHWAY
Grading, Paving, & Traffic Signals

DEC 16 1975

Final inspection was conducted November 25, 1974 by T. P. Lowe, Area Engineer, in company with OSED officials. At that time several small drainage problems involving adjacent land parcels was pending. Subsequently, the drainage has been corrected by State Forces. The State's letter of August 15, 1975 certified that the materials used on this project were in reasonably close conformity with pertinent specification requirements.

Washington

RECEIVED
DEC 17 1975
Office of
Assistant Division Highway Engineer

12-17-75
cy Const.

NOTED
H.S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. Lowe / Original Signed by D. B. Carter Area Engr.		SIGNATURE Original signed by G. K. Hossner Dist. Engineer	
TITLE Area Engineer	DATE 12-5-75	TITLE District Engineer	DATE DEC 16 1975

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

7867

File CON 5 #7867

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

December 2, 1975

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P.O. Box 300
Salem, OR 97308

Re: 1041DB.3

Attn: Mr. Vern Cusack

Dear Mr. Green:

This is in reference to your memorandum 1041DB.3 of November 11, 1975 which concerns low strength test results of concrete cylinder breaks. These tests relate to the Cape Arago-Woodland Drive Section on the Empire-Coos Bay Highway, Contract No. 7867. These tests were made for Bid Items 47, 48, and 49 which refer to concrete in walks, curbs and driveways.

Your memorandum requests justification for acceptance of the concrete as there was no penalty assessed due to the compressive strengths below 3300 P.S.I.

First the 3300 P.S.I. figure is a design strength. It is not in itself a requirement which the contractor must meet. The concrete design mix is established by our Materials Section based on specification aggregates, cement, water and required additives, which when blended together in specified quantities will produce a final product which is intended to meet a minimum of 3300 P.S.I. in 28 days. Generally when test results show the compressive strengths of the test cylinders of concrete are below the design strengths, it can be assumed that the component parts which make up the sample concrete cylinder have changed, there has been some error in sampling - testing of the cylinder or there may be some flaw in the original mix design.

Attached is a summary of the compressive strength tests made on this project. These are listed in chronological order.

RECEIVED
DEC 3 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

With the exception of Test No. 18, all tests from 17 to 41 are those which involve items 47, 48 and 49. This shows that of the 24 tests taken, some 14 tests were below the design criteria of 3300 #/sq. in. The concrete pours started on 7/10/74 and continued to 9/19/74. The period 8/9/74 to 9/10/74 appears to be the worst period, in which 9 of the 10 tests taken were below the 3300 #/sq. in. design criteria.

In reviewing the items in relating to the production of the P.C.C. for this project, we find the following:

1. The qualifying tests do not anticipate any problem areas. The aggregates passed all necessary requirements and the mix design appeared adequate.

All during production, the aggregates were in substantial compliance to the specifications and there was no indications of problems with the mix.

2. The test results on compressive strength showed no real problem until the period following 8/8/74, and it should be noted here that the first indication of problems would have been approximately a month later, at which time the work was virtually completed and neither the contractor nor the engineer could do anything much about the mix at that time.

3. The Resident Engineer reported that the contractor moved his source of materials slightly at times in the river whenever there was any indication of inferior aggregates.

4. The aggregates substantially complied with field tests during production and so did the mix.

In reviewing the data, it appears that perhaps the aggregate was undergoing a slight change in quality which was not detected. There may also be the possibility that a change in the cement occurred, as we experienced on other projects at this general time period a loss of strength on tested cylinders. This was attributed to the energy crisis in which the cement may not have received the full heat treatment at the kilns.

Due to the above reasons and happenings, no deductions for any inferior concrete was deemed in order. There was no concern that the concrete would not be suitable for the use intended, as it was not designated for any critical structures.

It is hoped this will suffice for justification of acceptance of the concrete on the items in question.

Very truly yours,
C. T. Keasey
Construction Engineer
By
John H. Walker
Quality Control Engineer

Att.
cc: H. S. Coulter (w/att.)

Form 81-7867-2048

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

SUMMARY OF RESULTS OF CONCRETE CYLINDER

Strength Tests

Cape Arago-Woodland Drive Section
Empire-Coos Bay Highway, Contract No. 7867

Test No.	Casting Date	28 Day Break P.S.I.	Used in		Test No.	Casting Date	28 Day Break P.S.I.	Used in
1	4/25/73	5885			22	7/22/74	3325	Curb
2	"	5645			23	"	3265	Curb
3	"	5815			24	7/24/74	3065	Walk Driveway
4	5/22/73	5395	Manhole		25	"	3330	Walk Driveway
5	"	5220	Manhole		26	8/ 6/74	3185	Walk
6	6/ 8/73	4590	Ret. Wall		27	8/ 8/74	2660	Walk
7	"	4385	Ret. Wall		28	"	3310	Walk
8	6/13/73	3690	Ret. Wall		29	"	3700	Walk
9	"	3665	Ret. Wall		30	"	3270	Walk
10	8/28/73	4090	Ret. Wall		31	8/ 9/74	3165	Driveway
11	"	4240	Ret. Wall		32	8/14/74	2795	Walk
12	"	4090	Ret. Wall		33	8/16/74	2813	Walk
13	10/16/73	4670	Inlet		34	8/19/74	2630	Driveway
14	10/18/73	3570	Inlet		35	8/22/74	2770	Curb
15	6/17/74	3980	Misc. Str.		36	9/ 4/74	2235	Sidewalk
16	7/ 8/74	4005	Misc. Str.		37	"	3755	Walk
17	7/10/74	3595	Curbs		38	9/ 5/74	2685	Walk
18	7/11/74	4130	Traffic Sig.		39	9/ 9/74	2985	Walk
19	7/15/74	3785	Curbs Driveways		40	9/10/74	2875	Walk
20	7/19/74	3350	Curbs		41	9/19/74	3585	Walk Curb Driveway
21	7/22/74	3460	Curb					

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7867

DATE: November 11, 1975

In reply refer to: 1041DB.3

SUBJECT: Oregon Project US-568(2)
Cape Arago Hwy-Woodland Drive
Empire-Coos Bay Highway
Final Acceptance (Material Certification)

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Please reference Mr. C. T. Keasey's October 6 letter on the subject project with Mr. Jenkin's letter for materials certification dated August 15 attached.

We note that for Items 47, 48, and 49, 11 of the 20 sets of concrete cylinders tested did not meet the required 28-day compressive strength (3,300 psi.). Since the contractor was not assessed a penalty for this nonspecification material, we request some justification for acceptance of this material at contract unit prices.

W. W. Cowan

G. L. Green

RECEIVED
NOV 13 1975
Office of
Assistant State Highway Engineer

11-13-75
orig to Keasey
Rec. Cons.

RECEIVED
STATE HWY ENGR
NOV 13 '75
FOR

RECEIVED
NOV 13 1975
Office of
Assistant State Highway Engineer

7867

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5
ROW 12

Roseburg, Oregon
November 21, 1975

FROM: J. X. WILSON
Regional Construction Engineer

TO: H. S. Coulter
Asst. State Highway Engineer

SUBJECT: Cape Arago Hwy.-Woodland Dr.
Empire-Coos Bay Highway
Coos County
Contract No. 7867

I was positive I had gotten back to you on the Katerina Clarno complaint but after looking through the files, I can't prove it.

As suggested in your August 27, 1975 letter, I did arrange a meeting with the City of Coos Bay, Mrs. Clarno and District Engineer Bill Brown. At this meeting, we pointed out corrective work that had been anticipated in a State Force Order - primarily drainage. In addition, we agreed at that time to pave a road approach to one of Mrs. Clarno's properties and do minor patching to existing A.C. on two other property accesses.

This work has now all been done and to my knowledge, Mrs. Clarno has been satisfied. I hope this can now close out the file.

JXW/cw

cc: B. E. Brown

RECEIVED
STATE HWY ENGR
NOV 24 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
NOV 24 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

Salem

NOTED
H. S. COULTER

August 27, 1975

Alfred Shirley, Jr.
Regional Engineer

For H. S. Coulter
Assistant State Highway Engineer

Katerina Clarno Complaint
Cape Arago Highway-Woodland Drive
Empire-Coos Bay Highway
Contract 7867

Attached is the latest missive in Mrs. Clarno's problems relating to drainage from the subject project.

Mrs. Clarno's attorney, Cameron C. Thom, has requested a meeting of several parties, including representatives of the Highway Division, to discuss her problems and determine possible remedies.

We should not get ourselves involved in her problems beyond those directly involving us. I suggest, therefore, that you arrange a meeting, including the City and Mrs. Clarno and her attorney, on the site to determine if any further correction work is necessary.

Please obtain some pictures of the alleged problems and report.

CTK:ia

Att.

cc Jack Sollis w/att.

McINTURFF, THOM & COLLVER
ATTORNEYS AT LAW
890 COMMERCIAL AVENUE
P. O. BOX 748
COOS BAY, OREGON 97420

WILLARD W. McINTURFF
CAMERON C. THOM
WILLIAM M. COLLVER

TELEPHONE
267-3169
IN REPLY REFER
TO FILE NO.

August 19, 1975

City of Coos Bay
City Hall
Coos Bay, Oregon 97420

Oregon State Highway Commission
State Highway Building
Capitol Mall
Salem, Oregon 97310

Allied Enterprises
c/o Colonial Care Center
2890 S.W. Ocean Blvd.
Coos Bay, Oregon 97420

Mr. John Dubisar
1055 Steak Slough
Coos Bay, Oregon 97420

RE: Katerina Clarne Property

Gentlemen:

We are attorneys for Mrs. Katerina Clarne who is the owner of the property immediately joining the Colonial Care Center property on Ocean Boulevard in Coos Bay, Oregon.

Mrs. Clarne's property has been damaged by the installation through the efforts of one or more of the above parties of a catch basin and drain pipe system which was in fact installed on the Clarne property without benefit of easement or other consent. This system of drainage has greatly increased the natural flow of waters onto the Clarne property and has created, in fact, a swamp condition in the low portions thereof.

RECEIVED
STATE HWY ENGR
AUG 20 '75
REFER TO
Coulter
FOR

Into	Inves	R/D	D/R	Sign	Act	File

Des. Hundle.

RECEIVED
AUG 26 1975
Office of
Assistant State Highway Engineer

ESH

COPY

In addition to this problem, those responsible for the filling and grading of the Colonial Care Center site have succeeded in blocking the normal stream flow from the Clarno property.

It would appear that all possible parties responsible should meet in order to ascertain what possible remedy can now be made so that the damage to the Clarno property will not be continued or increased. We will appreciate hearing from you in the near future concerning your availability to discuss this matter.

Very truly yours,

CAMERON C. THOM

CCT:jah

#7867

April 10, 1975

The Honorable Bill Brannell
State Representative
State Capitol
Salem, Oregon 97310

Dear Bill:

In reviewing the file, I found that you received a copy of correspondence from Mrs. George W. Clarno to our Mr. Wilson, dated March 12.

To provide you with our latest information about Mrs. Clarno's difficulties, I am attaching a copy of Mr. Wilson's April 2 reply which suggests that the resolution of any problems is under way.

Sincerely,

F. B. Klaboe
Administrator and
State Highway Engineer

Att.

bc: A. E. Johnson
H. S. Coulter
Ralph Sipprell
Alfred Shirley

HSC:ia srb

7167

R

April 10, 1975

The Honorable Robert W. Straub
Governor of Oregon
State Capitol
Salem, Oregon 97310

Dear Governor Straub:

In reviewing the file, I found that you received a copy of correspondence from Mrs. George W. Clarno to our Mr. Wilson, dated March 12.

To provide you with our latest information about Mrs. Clarno's difficulties, I am attaching a copy of Mr. Wilson's April 2 reply which suggests that the resolution of any problems is under way.

Sincerely,

F. B. Klaboe
Administrator and
State Highway Engineer

Att.
bc: A. E. Johnson
H. S. Coulter
Ralph Sipprell
Alfred Shirley

HSC:ia srb

FORM 81-734-5030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Roseburg, Oregon
April 3, 1975

FROM: J. X. WILSON
Regional Const. Engr.

TO: H. S. Coulter
Asst. State Highway Engr.

SUBJECT: Cape Arago-Woodland Dr. Sec.
Empire-Coos Bay Highway
Coos County
Contract No. 7867

I have been in contact with Mrs. Clarno in connection with the subject claim and it appears we don't have any wide differences of opinion on needed corrective work. Apparently her biggest concern is that nothing has been done to date and she really wasn't sure what was planned to be done. After I told her we had a work order dated some months ago and were only waiting for suitable weather to begin, she sounded very satisfied.

As you can see from the attached correspondence, Mrs. Clarno's attorney wrote to Adele Egan in November of last year. We made a field investigation and I answered the attorney by letter dated December 3. I received no response to this letter and according to Mrs. Clarno, her attorney did nothing further - not even advising her what she should do next.

I am sorry now we didn't make a personal contact with Mrs. Clarno in the beginning but we all assumed we would be dealing with her attorney.

Attached are copies of all correspondence we have on this file for your review. Also attached is a rough draft reply for the Governor's signature.

JXW/cw
Attach.

cc C. T. Keasey
W. A. Tison
B. E. Brown

RECEIVED
APR 4 1975
Office of
Assistant State Highway Engineer

SUGGESTED REPLY FOR GOVERNOR'S SIGNATURE
April 3, 1975

Mrs. George W. Clarno
1791 Lincoln Street
North Bend, OR 97459

Dear Mrs. Clarno:

I received a copy of your complaint letter to Mr. J. X. Wilson concerning post construction problems with your properties on the Empire-Coos Bay Highway and have asked our field people to investigate.

Information I now have indicates you have been contacted and plans for correction have been made. I am pleased we are able to settle this matter to your satisfaction.

JXW/cw

ROBERT W. STRAUB
GOVERNOR

F. E. KLABOE
Administrator and
State Highway Engineer

OREGON STATE
HIGHWAY DIVISION

FILE: CON 5

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

April 2, 1975

Mrs. George W. Clarno
1791 Lincoln Street
North Bend, OR 97459

Ref: Cape Arago-Woodland Dr. Section
Empire-Coos Bay Highway
Coos County
Contract No. 7867

Dear Mrs. Clarno:

I enjoyed our recent telephone conversation and am glad we were able to discuss mutual problems on the completed construction project adjacent to your properties.

As I told you, plans for drainage and other correction have been made for some time and we are only waiting for suitable weather to begin. Hopefully, the sun will come out for more than a day or two at a time shortly and we can clean up all our messes.

When we have a definite schedule established, I will contact you so that we can go over the project on the ground and insure corrective work is acceptable to you.

If there are any other items you can think of not included in previous correspondence, we can go over them at that time.

Very truly yours,

ORIGINAL SIGNED BY J. X. WILSON

J. X. WILSON
Regional Construction Engineer

JXW/cw

cc H. S. Coulter
C. T. Keasey

RECEIVED
APR 4 1975
Office of
Assistant State Highway Engineer

March 12,1975

Dear Mr. Wilson:

RE: File No. 47911

Cape Arago-Woodland Drive Sec.
Empire-Coos Bay Highway
Coos County
Contract No. 7867

On Dec. 3, 1974 I received a copy of a letter you wrote Mr. Thom, my attorney. I also received word from the City of Coos Bay, stating I would be contacted by you. To date I have heard nothing from you or your office.

Now as to your numbered paragraphs:

2. The access to 3030 Ocean Blvd. was not rocked during the life of the project but was used all during the project as well as my property there. It was used for workers parking lot and parking of equipment whenever they felt it was needed. No permission for this use was ever given. Many times I'd get a call that the driveway was closed. The City was called, even the police to clear the driveway - never doing to much good - so I told the tenents to call the City when they needed to get out or to have something moved.

3. There was a culvert to carry the water under the driveway and under the front of the property next to me and the water went over the bank into the creek below. Also that creek runs at random row as when the fill was put in, it closed the creek and it was a lake down there. This again - no-one would pay any attention to my complaints. It is starting to make its own creek now.

4. I have witnesses who saw equipment on this property and traveling on or partley on the driveway joining this property with the highway approaches - whenever they felt it necessary. Also for parking of equipment as they felt they needed.

RECEIVED
STATE HWY ENGR
MAR 14 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
MAR 17 1975
Office of
Assistant State Highway Engineer

5. The holes in the parking lot and the bumps in the blacktop was done by heavy equipment useing this property whenever they felt it was needed - sometimes blocking the business approach.

In every case whomever one spoke too was always the "wrong" person and the "right" person wasn't on the job right now and no-one seemed to know when he would be back. They felt they had all the rights and always did what ever made their work easer for them with no regard to the land owner nor the tenants.

I feel these things should be restored to there original state.

Sincerely

Mrs. Katharine Clarno

cc: F. B. Kaboe
Bob Straub, Governor
Jack Hipper
Bill Crammell

FORM S-30 (4-70)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Myrtle Creek, Oregon
February 26, 1975

To: Bill E. Brown
District Engineer
Coos Bay, Oregon

SUBJECT: Clarno Property File #47911
Cape Arago Hwy-Woodland Dr.
Empire-Coos Bay Hwy
Contract: 7867

Enclosed herewith is a copy of a letter received from the Public Works Director of the City of Coos Bay, Joe Schwarm. Also enclosed is a copy of the reply and a copy of the State Force Order covering the work. Additional correspondence regarding this matter can be found in the Clarno R/W file.

As you know, river gravels do not set readily. The surface of the approaches was destroyed by careless use soon after completion. It was agreed to place additional rock on the damaged approached under the Order for State Force Work. This work is requested to be done by the City as soon as possible.

W.A. Tison

W.A. Tison
Resident Engineer

WAT/lpc
cc: Alfred Shirley, Jr.
file

OREGON STATE
HIGHWAY DIVISION

Myrtle Creek, Oregon
February 26, 1975

Re: Clarno Property
Cape Arago Hwy-
Woodland Dr.
Empire-Coos Bay Hwy
Contract: 7867

Joe A. Schwarm
Director of Public Works
Coos Bay, Oregon
97420

Dear Joe,

Reference is made to your letter dated February 25, 1975 regarding the subject matter. For your information, the letter outlining various complaints written by Mrs. Clarno's attorney was answered by the regional Construction Engineer, J.X. Wilson, on December 3, 1974. I do not know what she is talking about in regard to drainage control, and I have not heard of any major sloughing of banks adjacent to her property. Reiterating our discusion during the inspection tour, the State will install an inlet and drainage facilities left of approximate Engineer's Station 60 to control drainage from the large parking lot which exists above the new highway. The State has bought additional Right-of-Way in this area to dress up a dangerous overhang of material and trees existing directly above the sidewalk. Only the overhang and a large snag was removed from the slope. It is natural for some sloughing of material to occur. This should stabilize after the first winter. I concur with you that the driveways should be repaired as soon as possible.

Very Truly Yours,

W.A. Tison

W.A. Tison
Resident Engineer

WAT/lpc
cc: Alfred Shirley, Jr.
Bill Brown
file

FORM E-20 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Myrtle Creek, Oregon
February 26, 1975

To: Alfred Shirley, Jr.
Regional Engineer
Roseburg, Oregon

SUBJECT: Clarno Property-File 47911
Cape Arago Hwy-Woodland Dr.
Empire-Coos Bay Hwy.
Contract 7867

Attention: J. X. Wilson

Enclosed herewith for your information is a copy of a letter received from Joe Schwarm, Public Works Director of the City of Coos Bay. Also enclosed is the answering letter and a related letter to Bill Brown.

W. A. Tison
W. A. Tison
Resident Engineer

WAT/rs
cc: file

ROSEBURG REGION
RECEIVED
FEB 27 1975
TF

2-27-75
CC: C.T. Keasey
Jack Sollis.

OP*28678-784

CITY OF COOS BAY

POST OFFICE BOX 1118
COOS BAY, OREGON 97420

February 25, 1975

Re: Force Account Work
Cane Arago Highway
[illegible] Section
Empire/Coos Bay Highway

W. A. Tiscar, Resident Engineer
P. O. Box [illegible]
Myrtle Creek, Oregon 97457

Dear Bill:

It was my understanding from our conversation at the November 24, 1974 inspection tour on the Ocean Boulevard improvement project that you had agreed to contact Mrs. George Clarno in answer to her attorney's letter of November 6, 1974 to the City of Coos Bay. This letter outlined a number of matters pending between the State and Mrs. Clarno with reference to the Ocean Boulevard project. Mrs. Clarno has again contacted the City Manager and myself regarding these unanswered complaints. She stated that the Highway Division has not contacted her about the drainage control or bank sloughing adjacent to her property or the needed repairs to the driveways at 3060 and 3090 Ocean Boulevard.

In behalf of Mrs. Clarno, we ask that the State meet with her and resolve these long-standing problems. We see no reason why the force account work agreed to in your letter of December 30, 1974 cannot be completed to resolve her drainage and driveway problems.

In my letter of January 16, 1975 accepting the contractor's work on Ocean Blvd., I itemized certain work to be completed before the City will accept this project. I request your immediate attention to the portion of the work that can be done at this time, such as repair of driveways and drainage control.

Thank you for your prompt attention to this matter.

Very truly yours,

Joe A. Schwarm
Director of Public Works

JS/ms

RECEIVED
FEB 26 1975
W. A. TISCAR
RES. ENGR.

OREGON STATE HIGHWAY DIVISION

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 13, 1975

Mrs. George W. Clarno
1791 Lincoln
North Bend, Oregon 97459

File 47911
Cape Arago Hwy.-Woodland
Drive Sec.
Empire-Coos Bay Hwy.
Coos County

Dear Mrs. Clarno

Your payment was already in the mail to your attorney when we received your most recent letter. We had just received our title insurance policy which we must have before releasing the final payment.

Mr. J. X. Wilson gave your attorney a full report on the construction items he brought up for you. We have no further information on that matter in this office but will send Mr. Wilson a copy of your letter.

Very truly yours

Adele L. Egan
Right of Way Office Manager

AE:nn
cc: F. B. Klaboe
J. X. Wilson
V. Wilson

ROSEBURG REGION
RECEIVED
JAN 15
5

1-17-75
CC: C.T. Keasey - See previous correspondence

Form 81-734-3123

1-8-99

File # 47911

Dear Mr. Egan,

I talked to Mr. Thuler - Coos Bay city Recorder - and he said everything was done by them + the papers were returned to you and I should get my check within a few days. However I haven't - Take 2 wks time of college has started -

As to the driveway - water + blacktop problems - There are several people who are able to tell you heavy equipment was on private property with out permission - and more than once - I need the check very much - and would like to have this entire matter corrected + taken care of - its been much to long -

Sincerely

Mrs. Katherine Clarno

cc - F.B. Klobe
administrator of Highway

FILE: CON 5
ROW 12

McInturff, Thom, Collver & Rossi
Attorneys at Law
590 Commercial Avenue
P. O. Box 1117
Coos Bay, OR 97420

December 3, 1974

Attention Mr. Cameron C. Thom

RE: File No. 47911
Cape Arago-Woodland Drive Sec.
Empire-Coos Bay Highway
Coos County
Contract No. 7867

Dear Mr. Thom:

We have investigated the claims itemized in your letter dated November 4, 1974 and have made the following determinations:

1. The Salem Right of Way Office is currently working to resolve this item.

2. The access to 3030 Ocean Blvd. was rocked during the life of the project as were all the other unpaved approaches. However, because it takes some period of time to set up this material, traffic in and out has caused damage. Additional crushed rock will be placed on this drive in the very near future.

3. With respect to the property at 3090 Ocean Blvd., this is not a new condition. The spring or springs have always been there and water did flow across the property and down the graveled driveway. We do plan to pick up a portion of this water and carry it into an existing storm sewer to eliminate the unsightly run-off across the sidewalk. In addition, more crushed rock will be placed in the driveway to help

ROSEBURG REGION
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stabilize the surface. These things we are doing for aesthetic reasons and for our own benefit primarily. Anything else felt needed to be done will necessarily be the responsibility of the property owner.

4. The information you have received regarding contractor use of the Clarno Warehouse property is apparently incorrect. The contractor and our Resident Engineer both state there has been no utilization of this property for storage of heavy equipment and we can find no evidence otherwise. Also, it is obvious that the deteriorated condition you refer to has been in existence for a long period of time prior to this construction project.

5. Both driveways into the El Toro Tavern have been paved to match the existing surfacing and the new roadway. We can find no evidence of any abrupt edge or holes in the surfacing. Again, I can see no reason for complaint in this area.

Very truly yours,

ORIGINAL SIGNED BY J.X. WILSON

J. X. WILSON
Regional Construction Engineer

JXW/cw

cc C. T. Keasey
Adele Egan
Virgil Wilson
W. A. Tison

FORM S.00 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Myrtle Creek, Oregon
November 12, 1974

SUBJECT: Katharina Clarno File 47911
Cape Arago Hwy-Woodland Dr.
Empire-Coos Bay Hwy
Contract 7867

To: Alfred Shirley, Jr.
Regional Engineer
Roseburg, Oregon

Attention: J.X. Wilson

Reference is made to your letter dated November 7, 1974 regarding the subject matter. Description and disposition of items 2 through 5 as outlined by the law firm representing Katharina Clarno is as follows:

ITEM NO 2 ACCESS 3030 OCEAN BLVD.— This access was constructed with gravel according to plan. Users of access have spun vehicle wheels on freshly placed gravel pulling this material away from back of concrete driveway. Normal vehicles will not drag. I recommend that some additional gravel be placed on this access.

ITEM NO 3 SPRING 3030 OCEAN BLVD.-- A spring exists in back of and beneath this dwelling. Prior to construction water ran out of slope at various locations and also down the existing access. Due to size and location of spring and limited R/W it was not attempted to contain the water and drain it into storm sewer. Water is now running down west edge of access and over concrete driveway to an inlet. Basically this complaint is the result of vehicles becoming stuck on edge of driveway where water has been running. I recommend that additional gravel be used to beef up and also shape access to support traffic and control water.

ITEM NO 4 CLARNO WAREHOUSES — The area was examined and some users of warehouses existing in the area were contacted. It was agreed that the driveways and parking area shows definite signs of fatique_ Also that this condition existed prior to construction. The contractor has never utilized the property for the storage of heavy equipment. No consideration should be given this item.

ROSEBURG REGION
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NOV 13 1974
OKO

SP 986 75.784

ITEM NO 5 EL TORO TAVERN DRIVEWAY-- Due to super of constructed highway, design of concrete driveway and final grade of access, an abrupt grade change exists on said driveway. It is not possible to change this grade differential. In regard to holes in the blacktop in the parking lot of the tavern, few holes were noted. Again it should be stated that the contractor did not run heavy equipment on this area. Claim should be disregarded.

W.A. Tison

W.A.Tison
Resident Engineer

WAT/pl
file

CON 5

Roseburg, Oregon
November 7, 1974

J. X. WILSON, ORIGINAL SIGNED BY J.X. WILSON
Regional Construction Engineer

Bill Tison, Resident Engineer

Cape Arago-Woodland Drive Sec.
Empire-Coos Bay Highway
Coos County
Contract No. 7867

Would you please investigate items 2 through 5 in the attached letter of complaint from the law firm representing Katharina Clarno. We need to know as quickly as possible what problems exist and what our responsibility is in correction.

Let me know by November 15, 1974, with a written description of each situation and what disposition has or should be made.

JXW/dt
Attachment

cc: C. T. Keasey
Adele Egan
Virgil Wilson

ROSEBURG REGION
RECEIVED
NOV - 7 1974
RE | RME | RAE | ROE | TE
RJE | DRS | RSR | FILE
ENV | FAE | RBI

McINTURFF, THOM, COLLVER & ROSSI
ATTORNEYS AT LAW
880 COMMERCIAL AVENUE
P. O. BOX 1117
COOS BAY, OREGON 97420

WILLARD W. McINTURFF
CAMERON C. THOM
WILLIAM M. COLLVER
GARY C. OSSI

TELEPHONE
267-3188
IN REPLY REFER
TO FILE NO.

November 4, 1974

Mr. Adele L. Egan
Right of Way [illegible] Manager
Oregon State [illegible] Division
Highway Build[illegible]
Salem, Oregon

RECEIVED
NOV 6 1974
ROSEBURG R/W

Re: File 47911, Katharina Clarno
Cape Arago Hwy.-Woodland Drive Sec.
Empire-Coos Bay Hwy.

Dear Mr. Egan:

We represent Mrs. Katharina Clarno, who is a property owner in the Ocean Boulevard Section of the Cape Arago Highway most recently improved. A number of matters are currently pending between the State, the contractor, and Mrs. Clarno. They are as follows:

1 - The matter of acquisition and payment for the State-acquired easement in the area of the Clarno warehouses has not been reconciled. As we indicated in our earlier correspondence, there is considerable concern that the property described in the Deed provided by you for Mrs. Clarno's signature improperly described the property to be acquired in that considerable additional property to the north of the warehouses is also included. The matter of working out a partial payment to satisfy the City of Coos Bay assessment appears at the present time to be no problem. We could, therefore, close this matter at such time as a review has been made of the description of the easement.

2 - With regard to the improvement in the area of 3030 Ocean Boulevard, the access to such property has been put in in such a manner that cars cannot get in and out of the property without dragging. Also, no gravel was replaced on the driveway as agreed.

3 - In the area of 3090 Ocean Boulevard, no drain was installed to compensate for the underground spring, which will create an obvious flooding condition in the winter time.

RECEIVED

4 - In the area of the Clarno warehouses, the contractor has utilized the Clarno property for storage of heavy

cc to Virgil Wilson—
Pls. look at this while I have the file tied up with Lewis & let me know how you or I or someone will answer. RLB 11-5-74

equipment without authority and has left the driveway in a heavily deteriorated condition. Repairs will be required or a continued use will break up the area completely.

5 - In the area of the El Toro Tavern, the lower driveway where it meets with the blacktop has an abrupt edge. Also, there are holes in the blacktop in front of the tavern and driveways, once again attributable to the contractor's heavy equipment.

It would be appreciated if you would give consideration to these problems and advise us of what may be done to remedy them in the near future.

Yours very truly,

Cameron C. Thom

Cameron C. Thom

vf

#7867

930.5
128-S

NOTED
A. E. JOHNSON

January 13, 1975

Mrs. George W. Clarno
1791 Lincoln
North Bend, Oregon 97459

File 47911
Cape Arago Hwy.-Woodland
Drive Sec.
Empire-Coos Bay Hwy.
Coos County

Dear Mrs. Clarno

Your payment was already in the mail to your attorney when we received your most recent letter. We had just received our title insurance policy which we must have before releasing the final payment.

Mr. J. X. Wilson gave your attorney a full report on the construction items he brought up for you. We have no further information on that matter in this office but will send Mr. Wilson a copy of your letter.

Very truly yours

Adele L. Egan
Right of Way Office Manager

AE:nn
cc: F. B. Klaboe
J. X. Wilson
V. Wilson

Rick Tyson called 1/03 re letter
No will cons. the file closed on this report.

RECEIVED
JAN 15 1975
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

RECEIVED
STATE -WY ENG.
JAN 2 0 75
ACTION TO
FOR
Info
Invest
R/D
D/R
Sign
Act

1-8-75

File # 47911

Dear Mr. Egan,

I talked to Mrs. Hulen - Coos Bay city Recorder - and she said everything was done by them & the papers were returned to you and I should get my check within a few days. However I haven't - The 2nd term of college has started -

As to the driveway - water - & blacktop problems - There are several people who are able to tell you heavy equipment was on private property with out permission - and more than once -

I need the check very much - and would like to have this entire matter cancled & Taken care of - its been much to long -

Sincerely

Mrs. Katharine Clarno

Mrs. George W. Clarno
1791 Liberia
North Bend, Oregon
97459

cc - F.B. Klaba
Administrator of Highways

RECEIVED
NOTED JAN 14 1975
R. L. SCHROEDER Office of Assistant State Highway

7867

710-5

December 17, 1974

Mrs. Katharine Clarno
1791 Lincoln
North Bend, Oregon 97459

File 47911
Cape Arago-Woodland Dr. Sec.
Empire-Coos Bay Hwy.
Coos County

Dear Mrs. Clarno

In response to your most recent letter, I am pleased to report that we are paying the city lien on the right of way in accordance with a segregation made by Mr. Wheeler, City Recorder. We did not answer your November 20 letter directly, but we did send you a copy of our letter to Mr. Wheeler who needed a map in order to make a segregation of the lien. We also added a note with your copy of that letter that we were investigating the construction problems. These had been called to our attention by your attorney, Mr. Thom.

Now that we are paying the lien, we can order title insurance. When we have the policy, we will then be in a position to release the balance of your consideration to you.

Very truly yours

Adele L. Egan
Right of Way Office Manager

AE:nn
cc: Cameron C. Thom, Atty.

RECEIVED
DEC 18 1974
Office of
Assistant State Highway Engineer

MAILED
D. L. S.

RECEIVED
DEC 17 1974
Office of
Assistant State Highway Engineer

DEC 16'74

Acknowledged
Ans.

Adele E. Gano
Right of Way Office Manager
Salem. Or. 97310

File = 47911
Contract = 7867

Dear Sir:

I wrote you Nov. 20, 1974 asking why I hasn't gotten my check for dirt work I have already taken. The job is done. Crabtree left for me. To date still no check & not a word from you. If I owed the State I would not wait like you have made me. I can not afford a lawyer for my error you make. I'm a widow with a child going to college. work two jobs + don't need any more problems. Please

Sincerely
Mrs. Katherine Clare

c.c.
Tom McCall
F.B. Kloboe

Mrs. George W. Clare
1791 Lincoln
North Bend, Oregon
97459

NOTED
A.E. JOHNS

7867

FORM S-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 10, 1974

SUBJECT:

To: Bill Cole
Design Section

File No: 47911 - Clarno
Section: Cape Arago-Woodland Dr.
Highway: Empire-Coos Bay
County: Coos

Enclosed is the map and pictures pertaining to the

Clarno property in Coos Bay.

Stan Williams
Right of Way Agent

SW:bjl
Enclosures

1 Versteeg
A. Olson
2 Terpin
3 Scott
Swenson
R. Olson
Trout

RECEIVED
JAN 11 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To. _____
Bring Up ____/____/____
Other _____

NOV 13 1973

57+59.14 PCS.

59+59.14 P.T.

G.E.K. Ciarno
225-161
70-4-47967

0.46 Ac.±
47687

1.45 Ac.±

50 Acr. Tr.

100'

40'

+00

60

65'

+00

0.12 Ac.±
47911

S.0 Ac.±

+50

40'

S 57°31'W

65'
80'

+00

Spl. 39

#10

#10

#10

40'

+80

Perm. Easts. - Slopes & Drainage

K. Clarno
25-161
-4-47967

A. Button
66-11-13564

+00

3.0 Ac.± Lt.

0.12 Ac.±
47911

+50

© 44691 Deed 71-12 66279

+00

+80

+50

65'

60'

40'

40'

40'

S 57° 31' E

60

½ I.P.

Perm. Ease. - Slopes & Drainage

SUBJECT AT ENG. STA. _____
TAKEN FROM ENG. STA. _____
FACING Easterly
TAKEN BY Luth
DATE TAKEN 12-5/73

#4

COMMENTS: Another view of the roadway along the southerly side of the structure occupied by Coast Distributors. As seen from the approximately location of the new R/W line, no damage will be inflicted upon the traffic pattern on the site or parking areas.

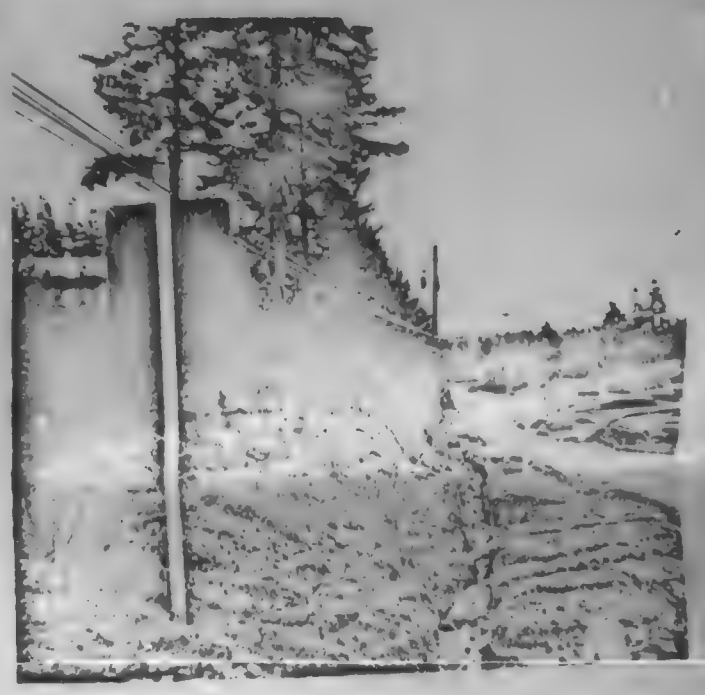
SUBJECT AT ENG. STA. _____
TAKEN FROM ENG. STA. _____
FACING Westerly
TAKEN BY Luth
DATE TAKEN 12-5/73

#5

COMMENTS: View from the southerly tip of the taking area, indicating the nature of the property being acquired. The taking is the near vertical bank in the left of the photo.

SUBJECT AT ENG. STA. _____
TAKEN FROM ENG. STA. _____
FACING Easterly
TAKEN BY Luth
DATE TAKEN 12-5/73

#6



COMMENTS: View from the northerly and westerly portion of the taking. Again this photo points out the near vertical nature of the taking in the before condition. In the after condition, this area will be cleared, sloped, seeded and mulched.

the property being acquired. The taking is the near vertical bank in the left of the photo.

SUBJECT AT ENG. STA. _____
TAKEN FROM ENG. STA. _____
FACING Easterly
TAKEN BY Luth #6
DATE TAKEN 12-5/73

COMMENTS: View from the northerly and westerly portion of the taking. Again this photo points out the near vertical nature of the taking in the before condition. In the after condition, this area will be cleared, sloped, seeded and mulched.

7867

October 6, 1975

TO E. L. Green, Division Administrator
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal Aid Project Acceptance
Federal Aid Project No. US-668(2)

Contract 7867, Work Completed February 25, 1975

Project Cape Arago Hwy.-Woodland Drive

Highway Empire-Coos Bay

County Coos

Acceptance: Transportation Commission May 21, 1975
Federal Highway Administration March 25, 1975

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
City of Coos Bay Acceptance

DC:ljt

cc: Richard Hecak
R. D. Church

7867

R

June 16, 1975

Wells-Reed-Wood-West Company
415 Morgan Bldg.
721 SW Washington Street
Portland, OR 97205

Gentlemen:

OnMay 22, 1975, we wrote to you concerning release of final payment on Contract No. 7867 awarded to Fred H. Slate Company for work on Cape Arago Highway-Woodland Drive Section of the Empire-Coos Bay Highway in Coos County.

Final payment on this contract is $5,770.24 and the total contract amount is $1,563,397.33 including $33,327.81 for work performed under force account.

Very truly yours,

C. W. Read
COMMISSION SERVICES

cc Fred H. Slate Company
PO Box 19238
Portland, OR 97219

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

fkn/hb
bc C. T. Keasey
Walt Hart
V. E. Skoog, Att. Dick Hacek
A. Shirley

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 19, 1975

TO F. B. Klaboe, Administrator
and State Highway Engineer

FROM for: C. T. Keasey
Construction Engineer

5/22/75
Letter written
JS

SUBJECT: Highway Project Acceptance

Contract No. 7867, Work Completed 2-25-75

Project Cape Arago Hwy.-Woodland Dr.

Highway Empire-Coos Bay, County Coos

Type of Work Grading, Paving & Traffic Signals

Contractor Fred H. Slate Co.

Recommended Acceptance Date 5-19-75

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RC:wm
cc: A. E. Johnson
H. S. Coulter
W. J. Hart
R. D. Church

APPROVED
STATE HIGHWAY ENGINEER
DATE 5-21-75

7867

R

May 22, 1975

Wells-Reed-Wood West Co.
415 Morgan Building
720 S.W. Washington
Portland, OR 97205

Gentlemen:

Contract No. 7867 awarded to Fred H. Slate Company for work on the Cape Arago Highway-Woodland Drive Section of the Empire-Coos Bay Highway in Coos County was completed on February 25, 1975, and accepted by the Administrator and State Highway Engineer on May 19, 1975.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before May 26, 1975.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Reed
COMMISSION SERVICES

jo

cc Fred H. Slate Company
P. O. Box 19238
Portland, OR 97219

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

7867

243

HARLESS HONDA

AT THE "Y" IN EMPIRE

1350 OCEAN BOULEVARD
COOS BAY, OREGON 97420

TELEPHONE (503) [redacted]
888-5583

April 28, 1975

Oregon State Hiway Division
Hiway Building
Salem, Oregon 97310

File No. 34913
[redacted]

Mr. D. H. Moehring
Right Of Way Engineer

Dear Sir:

I would like to settle this claim. However, it apears to me that I am only being paid for 1485 sq. ft., and you are getting 1575 sq. ft. What happened to the other 90 sq. ft.?

Also Mr. Tadlock has no lien on this property, and I do not know where they are.

Please have someone contact us on this.

Thank you.

Sincerely,

Harless Honda

Harry R. Harless

Harry R. Harless, owner

ENC. 3

Vernaeg
A. Olson
Terpin
Scott
[redacted]
E. Olson
[redacted]

RECEIVED
MAY - 1 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other

MAINTENANCE ENGINEER
RECEIVED
APR 30 1975
ME AME AME OE AG
BME BS AA FILE TA

...h Broadway Coos Bay, Oregon 97420
(503) 267-3137

A Service of Transamerica Co...

Transamerica Title Insurance Co

July 15, 1969

PRELIMINARY REPORT FOR

STANDARD COVERAGE POLICY $ 13,000.00

A.T.A. STANDARD LOAN POLICY $

Ken Adams Real Estate
562 Newmark
Coos Bay, Oregon

Gentlemen:

1485 5/M

We are prepared to issue title insurance in the form and amount shown above insuring the title to the land hereinafter described:

(See Exhibit "A" attached)

as of July 14, 19 69 at 8:00 A.M., vest in

MARY ANN ADKINS, now MARY ANN TADLOCK, an estate in fee simple.

subject to the usual printed stipulations and exceptions appearing in such form policy and also to the following:

A. 1969-70 Taxes - Not yet payable.

B. City liens, if any, of the City of Coos Bay.

C. The inchoate curtesy interest of Jack Tadlock, husband of vestee herein.

NOTE: 1968-69 Taxes - $172.58 Paid. (SN 3464 Code 9.00)

We find no judgments against Harry Robert Harless.

TRANSAMERICA TITLE INSURANCE COMPANY
By _____
Authorized Examiner

...nal
... 4-31096

...claims for the ... and ... hereon will not ... policy.

EXHIBIT "A"

Beginning at a point in the A. N. Foley Donation Land Claim No. 38 in Section Twenty (20), Township Twenty-five (25) South Range Thirteen (13) West of the Willamette Meridian, Coos County, Oregon, from which point the iron pipe at the quarter section corner on the East boundary of said Section Twenty (20) bears South 56° 28' East, a distance of 1949.52 feet; the said point being on the Northerly boundary of the Ocean Boulevard Secondary State Highway, a distance of 30.00 feet from the center line thereof; thence North 42° 51' East, for a distance of 172.32 feet; thence North 89° 07' East, for a distance of 39.77 feet; thence South 47° 09' East, for a distance of 130.26 feet to the Northeast corner of the Ben Alsup, et ux, tract as set forth in deed recorded November 5, 1948, Book 186, Page 371, Records of Coos County, Oregon; thence South 42° 51' West, along the Westerly line of said Alsup tract 200 feet to the Southwest corner thereof and the Northerly boundary of Ocean Boulevard; thence North 47° 09' West, along the said Northerly boundary of Ocean Boulevard for a distance of 157.56 feet to the point of beginning. Being a portion of the A.N. Foley Donation Land Claim No. 38 in Section Twenty (20), Township Twenty-five (25) South, Range Thirteen (13) West of the Willamette Meridian, Coos County, Oregon, sometimes described as:

Lots Eight (8) and Nine (9) and the Westerly 9 feet of Lot Seven (7), Block Seven (7), Empire Commercial Tracts (unrecorded)

NEESES

ROAD

STATE HWY.

COMMERCIAL

OCEAN

#7867

Form FHWA 121 (Rev. 6-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

DATE: March 25, 1975

In reply refer to: 1041DB

SUBJECT: Oregon Project US-568(2)
Cape Arago Hwy. - Woodland Drive

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Reference is made to Mr. Keasey's letter of March 4, concerning State Force Order No. 9.

The use of State Forces is approved as being in the public interest in accordance with the Federal Aid Manual for the following reasons:

1. The contractor completed the contract work and a reasonable price quote could not be obtained from the contractor for this extra work.

2. The State has the necessary equipment and trained personnel to perform the work economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

G. K. Hansen
for G. L. Green

Enclosure
State Force Order No. 9

cc:
Region (10CM) (2 cys)
w/2 cys OSHD Ltr. &
1 cy SFO

RECEIVED
STATE HWY ENGR
MAR 26 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

RECEIVED
MAR 27 1975
Office of Assistant State Highway Engineer
NOTED
L. E. Joint

3-27-75
orig to Cont. Payroll
cy Keasey

NOTED
H.S. COULTER

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 7867

APPLYING TO CONTRACT PROJECTS

Order No. 9

Section Cape AragoHwy.-Woodland Drive Date February 11, 1975

Highway Empire-Coos Bay F.A.P. No. US-568(2)

County Coos Prefix 106-1023 Account No. 276-09

Description of Work To Be Done: State to do work required to complete the revised traffic signal installation after contractor saws, wires & epoxys 8 loop detectors and saws approximately a 160 foot cut between the two furthest west loops. Required work involves installing wire in a 160 foot cut made by the contractor, sawing from loops wired by the contractor to the controller and installing wire & epoxy. Make loop feeder hook-up.

APPROVED EFFECTIVE DATE 3-4-75
Contingent upon modification of project agreement if additional funds are required
BY D. K. Hoscheit
TITLE Dist. Engineer
DATE 3-25-75
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

616+00-620+50 (Newmark)

Estimate of Quantities and Costs:

Labor & Equipment- 3 days @ $125.00/day	$375.00
Materials-12 gal.-epoxy @ $17.23/gal.	205.00
(2) 1,0000 ft. rolls wire @ $60.00/roll	120.00
Total cost increase	$700.00

Explanation: Present loop detector system revised from 12 to 8 loops for improved operation. Unable to obtain a reasonable price from contractor to do this work. The work done by the contractor is equivalent to work involved to correct 12 defectively wired loop detectors in the present system.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$1,845,486.94
Present estimate of project cost, including $700.00 for work under this order	$1,786,083.65
Expected under-run (amount)	$59,403.29
Expected under-run (per cent)	3.2

Space to right of this line is for use of Salem Office

Submitted by: W. A. Wilson, Resident Engineer

Approval Recommended: L. X. Wilson, Regional Engineer

Approval Recommended: ..... For: Construction Engineer or Bridge Engineer

Approved: ..... Construction Engineer

7867

R

OREGON STATE HIGHWAY DIVISION

COII-5-7867

Robert W. Straub
~~XXXXXXXXX~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 10, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. US-568(2)

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Contract Acceptance

RECEIVED
STATE HWY ENGR
MAR 26 '75.
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Contract 7867, Work Completed February 25, 1975

Project Cape Arago Hwy.-Woodland Drive

Highway Empire-Coos Bay

County Coos

RECEIVED
MAR 27 1975
Office of
Assistant State Highway Engineer

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

cy Keasey
Cont Payments
3-27-75

Acceptance Date March 25, 1975

G. L. Green
Division Engineer

BNW:bb
cc: F. B. Klaboe
C. T. Keasey

NOTED
H.S. COULTER

Form 61-734-3123

7867

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Cape Arago Highway
Woodland Drive

WEEK ENDING: March 8, 1975

SECTION PREFIX: 106-1023

HIGHWAY: Empire-Coos Bay

COUNTY: Coos

NAME OF JOB: Cape Arago Highway-Woodland Drive

KIND OF WORK: Grading, Paving & Traffic Signals

CONTRACTOR: Fred H. Slate Company

CONTRACT NUMBER: 7867

FEDERAL AID PROJECT NUMBER: US-568(2)

DATE OF CONTRACT: March 30, 1973

DATE WORK STARTED: March 22, 1973

ESTIMATED COMPLETION DATE: February 25, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 2 SUPERVISION: 1

SPECIFIED WORK DAYS

WORK DAYS USED: a 277 b 433

SPECIFIED CALENDAR DAYS: a 295 b450

CALENDAR DAYS USED: a 277 b433

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: a 93.8 b 96.2

PROJECT AUTHORIZATION: $ 1,845,486.94

EXCLUSIVE OF ENGINEERING: $ 1,635,486.94

[redacted] COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,573,188.84

ESTIMATED PERCENT: [redacted] UNDERRUN 4 %

ENGINEERING AUTHORIZATION: $ 210,000.00
This week 0.00

ENGINEERING COST TO DATE: $ 214,533.00

PERCENT OF AUTHORIZATION: 102%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97

DATE PROJECT WAS COMPLETED: February 25, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.03	2.03			2.03
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.03	2.03			2.03
TOTAL ESTIMATED QUANTITIES (CONTRACT)	161,150 CY	36,800 Tons			35,300 Tons
TOTAL QUANTITIES CORRECTED TO DATE	201,924 CY	37,272 Tons			36,355 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	"	"			"
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME				---	
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	Calendar DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 2		0		
MONDAY 3		0		
TUESDAY 4		0		
WEDNESDAY 5		0		
THURSDAY 6		0		
FRIDAY 7		0		
SATURDAY 8		0		

Routine
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Scofield
Glenn
Berg

RECEIVED
MAR 10 1975
CONSTRUCTION SECTION

BEN Gifford

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	---

REMARKS

Project 100% complete, this will be the last weekly report.

W. A. Tison

LOCATION Myrtle Creek

W. A. Tison, Resident Eng.

RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#7867

Form No. A 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
STATE HWY ENG
JAN 15'75
REFER TO Coulter
FOR
Info | Invest | R/D | O/R | Engr | Act | File
X

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

DATE: January 13, 1975

In reply refer to: 1041DB

SUBJECT: Oregon Project US-568(2)
Cape Arago Hwy.-Woodland Drive

FROM : Glen L. Green, Division Engineer

FILED
A.L. JOHNS.

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Reference is made to Mr. Keasey's letter date January 6, concerning State Force Order No. 3.

The use of State Forces is approved as being in the public interest in accordance with the Federal Aid Manual for the following reasons:

1. The contractor completed the contract work and performing this small amount of work is not economical. The contractor has stated he does not want to do this small amount of work because his home office is so far away (Portland).

2. The State has the necessary equipment and personnel trained to perform the work economically.

3. The work needs to be performed to protect the property of adjacent landowners.

4. The amount of the work is too small to warrant a separate contract.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith. The estimated total cost of the work to be done under this order is $5,000 with Federal participation of $3,909.50.

G. L. Green

RECEIVED
JAN 16 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

1-16-75
orig to Gallagher
cy Keasey

Enclosure
State Force Order No. 8

cc:
Region (10CM) (2 cys)
w/2 cys OSHD Ltr. &
1 cy SFO

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 7867

APPLYING TO CONTRACT PROJECTS

Order No. 8

Section Cape Arago Hwy.-Woodland Drive Date December 16, 19 74

Highway Empire-Coos Bay F.A.P. No. US568(2)

County Coos Prefix 106-1023 Account No. 279-08

Description of Work To Be Done: Complete work as described on attached sheet.

APPROVED EFFECTIVE DATE 11-25-74
Contingent upon modification of project agreement if additional funds are required
BY G K Hansen
TITLE Dist. Engineer
DATE 1-13-75
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers: 16+00-84+00

Estimate of Quantities and Costs:

Materials	$2,100.00
Equipment	1,000.00
Labor	$1,900.00
Total cost increase to project	$5,000.00

Explanation: With the exception of the bird bath at the Coos Bay-North Bend Water Board approach all work described is in addition to work included on plans. See attached sheet describing work and comments.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$1,845,486.94
Present estimate of project cost, including $5,000.00 for work under this order	$1,787,638.53
Expected under-run (amount)	$7,848.41
Expected under-run (per cent)	3.7

Space to right of this line is for use of Salem Office

Submitted by: W. O. Tiscornia
Resident Engineer

Approval Recommended: J. X. Weber
Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: Construction Engineer

AD
1-6-75

DESCRIPTION OF WORK TO BE DONE

1. Correct drainage problem corner of Ocean Blvd & Radar Avenue-Lawn flooding-Raise lawn area approximately one foot at lower edge and shape to drain to 8-inch C.MP.- Use topsoil and seed when complete. Comments: It was realized that a drainage problem existed in this area and it was planned to install a drain in the concrete inlet to be built in this area. This was done according to plan. The error in this plan was that we were unable to construct the inlet deep enough to provide adequate drainage due to conflicting facilities existing within the area.

2. Install "G" concrete inlet at top of cut slope left station 60+. Install 48 feet 12-inch C.M.P. which includes one 25° elbow down slope-connect to storm sewer sidewalk must be removed and replaced. Also asphalt concrete paving will have to be repaired. Place material and/or ditch along parking lot edge as is necessary to force drainage from area to the inlet-Comments: Water from parking lot is eroding cut bank leaving sand and water on new sidewalk.

3. Build concrete bowl around a 4-inch plastic line which exists in the slope left of station 62+50. This plastic line was connected to the storm sewer by the contractor as a temporary facility to drain spring water ditched over cut bank by property owner. This work kept grade dry.

4. Install (2) G-1 concrete inlets right at 28th Court. Place 172 feet C.M.P. Comment: Had we been able to realize that due to chip truks using this approach, it was almost essential to deviate from dropped curb to a curb return approach in order to provide adequate access during construction. We would have designed this drainage to connect to the storm sewer. This work could have been under terms of the contract. This problem of course did not arise until after paving had been in progress.

5. Patch bird bath at Coos Bay-North Bend Water Board approach. This is an error in the quality of the contractor's paving. No knowledge of this condition existed until the rain came. Permanent repairs at this time was not feasible.

6. Place 3/4"-0 aggregates on driveways and street approaches as needed. River gravels used on the subject project have a tendency to ravel under traffic. Finner rock will setup these approaches.

7867

CON 5-1023

January 6, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. US-568(2)

SUBJECT Request Change Order Approval

Contract 7867, State Force Order No. 8

Project Cape Arago Hwy.-Woodland Drive

Highway Empire-Coos Bay

County Coos

This State force order provides for State forces to perform various drainage and erosion corrective work within the project limits. Provisions for drainage work was not part of the contract and recent drainage pattern changes could not be foreseen. Concerned adjacent landowners brought the problem to the city and a field inspection by Federal Highway Administration, State and City engineers determined corrective measures were necessary.

The use of State forces is considered as being in the public interest under provision of PPM 21-6.2 (FAM 6-4-1-6) for the following reasons:

1. The contractor completed the contract work and performing this small amount of work is not economical.

2. The State has the necessary equipment and personnel trained to perform the work economically.

3. The work needs to be performed to protect the property of adjacent landowners.

4. The amount of the work is too small to warrant a separate contract.

The estimated total cost of the work to be done under this order is $5,000 with Federal participation of $3,909.50.

The work was recommended for approval subject to a finding in the public interest by the Federal Highway Administration Area Engineer on December 26, 1974.

Your approval as of November 25, 1974 is requested.

Attach.

VG:js

#7867

STATE COPY

cc: OSHD (H S Coulter) Wash DC (HHO-32)

U[illegible] PARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cst

INTERMEDIATE AND FINAL INSPECTION REPORT

11-25-74

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	11	Coos	Oregon

IN COMPANY WITH
*See below

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
11-25-74	T. P. Lowe, Area Engineer	US-568(2)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED %	WORK COMPLETED %
Satisfactory	Satisfactory	76	99.9

EMPIRE - COOS BAY HIGHWAY
CAPE ARAGO - WOODLAND DRIVE SECTION
Grading, Paving & Traffic Signals

COPY SENT

DEC 12 1974

1. The following persons attended a field inspection of the completed work:

E. X. Wilson, Reg Constr Engr, OSHD
Bill Tison, Res Engr, OSHD
Allen Harwell, Bridge Engineer, OSHD
Walt Hart, Bridge Engineer, OSHD
Joe Schwarm, City of Coos Bay
Larry Groves, Slate & Hall, Contractors

RECEIVED Washington
DEC 13 1974
Office of
Assistant State Highway Engineer

12-13-74
ay Const.

2. Findings & Recommendations

This project has been a difficult one to construct. There was an extreme number of utilities located within the roadway section and traffic was relatively heavy during construction. It was generally agreed that the contractor and resident engineer had done a superior job constructing this project.

Several of the adjacent landowners have complained to the City concerning small drainage problems and gravel in their driveways. Most of the inspection time was taken up looking at the specific small problems and determining the best corrective measures.

I agreed with the State's recommendation to install about four drop inlets to pick up water spilling from adjacent property onto the roadway section. Provisions for this drainage was not part of the contractor and in some instances could not have been foreseen because drainage patterns uphill from the road had been changed recently. The contractor's representative, Larry Groves, stated the contractor was not interested in moving in equipment for this small amount of work. He requested that their portion of the contract be accepted as since their home office is in Portland, performing this small amount of work

NOTED
H.S. COULTER

Form FHWA-1446A (12-73) Formley PR-33B

Previous Editions Of PR-33 B Will Not Be Used.

would not be economical.

Subject to the contractor's desire and the small quantity of work to be performed, I concur with the State's recommendation that approximately four inlets including some drainage work and a few loads of gravel be placed in specific driveways as identified in the inspection be performed by State forces.

7867 STATE COPY J

MONTHLY TRANSACTION NUMBER 11-41	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 5	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-2) 11-5-74	COUNTY Coos
MODIFICATION NUMBER 1		PROJECT NUMBER US-568(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 10, 1973, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,566,034.00	$ 1,734,156.00
Federal Funds	$ 995,371.00	$ 1,102,228.00
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantities & additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 5th day of November, 1974.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By D. V. Smith
for G. L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 936-242

Oregon State Highway Division

Federal-aid
Project No. US-568(2)

CAPE ARAGO HIGHWAY - WOODLAND DRIVE SECTION

OF THE EMPIRE - COOS BAY HIGHWAY IN COOS COUNTY

Salem, Oregon, October 29, 1974

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 0+74.70 to Sta. 108+11.91)
Sub-total on previous estimate of April 4, 1973 $1,423,667.50

Previous Estimate

General Excavation	55,650	cu.yds.	1.25	69,562.50
Trench Excavation	7,450	cu.yds.	5.00	37,250.00
Bituminous Base Mixture	17,400	tons	9.10	158,340.00
Plant-Mix Aggregate Base	36,200	tons	5.50	199,100.00
Concrete Manholes	13	only	900.00	11,700.00
8-inch Drain Pipe	1,380	lin.ft.	3.50	4,830.00
Special Filter Material In Drains	340	cu.yds.	15.00	5,100.00
Flagging (60% of Contractors Cost)	All Required			9,600.00
				$ 495,482.50

Revised Estimate

General Excavation	45,000	cu.yds.	1.25	$ 56,250.00
Trench Excavation	11,000	cu.yds.	5.00	55,000.00
Bituminous Base Mixture	18,500	tons	9.10	168,350.00
Plant-Mix Aggregate Base	21,206	tons	5.50	116,633.00
Concrete Manholes	21	only	900.00	18,900.00
8-inch Drain Pipe	6,412	lin.ft.	3.50	22,442.00
Special Filter Material In Drains	1,109	cu.yds.	15.00	16,635.00
Flagging (60% of Contractors Cost)	All Required			16,500.00
P.A. 1 Furnish & Place Backfill	500	cu.yds.	10.00	5,000.00
P.A. 4 Furnish & Place Borrow Material	38,000	cu.yds.	1.15	43,700.00
P.A. 6 Embankment Foundation Excavation	1,600	cu.yds.	2.75	4,400.00
P.A. 7 Borrow Excavation	3,500	cu.yds.	1.75	6,125.00

P.A. 10 Borrow Excavation	8,000 cu.yds.	2.40	19,200.00
P.A. 12 Place Aggregate Base in Lieu of PMAB	16,000 tons	5.40	86,400.00
EWO 6 Repair Damaged Pavement	All Required		2,000.00
EWO 7 Excavate & Place Backfill	All Required		7,500.00
EWO 8 Remove Overhang & Dress Slope	All Required		3,286.00
			648,321.00
	Net Increase		$ 152,838.50
	Sub-total		$1,576,506.00
	10% Engr. & Cont.		157,650.00
	Total		$1,734,156.00

Length of Grade & Pave . . . . . 2.033 miles
Cost of Roadway Per Mile $853,003.45

Federal Funds	$1,102.228.00
State Funds	198,389.00
City Funds	433,539.00
Total	$1,734,156.00

Contract No. 7867

Prefix 106-1023

Group 1-95% Group 8-5%

CAPE ARAGO HIGHWAY-WOODLAND DRIVE SECTION

PROJECT NO. US-568(2)

Nonparticipating - State Work

Setting Mailbox Posts	60 only	20.00	$	1,200.00
Anticipated Items				
Furnish Mailbox Posts	All Required		$	200.00
State Responsibility for Damages	All Required			1,000.00
Work by PP & L	All Required			6,500.00
Work by General Telephone	All Required			2,000.00
Work by Coos Bay-N.B. Water Board	All Required			4,000.00
Work by City of Coos Bay	All Required			250.00
State Force - Slope Stabilization	All Required			1,000.00
			$	14,950.00

7867 STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
4-17		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
3	4-10-73	Coos
		PROJECT NO. US-568(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rd. Jct. Cape Arago Hwy., SE 2.03 mi.
Cape Arago Hwy.-Woodland Drive Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-31-73	2.033
OTHER (Specify)		

FUNDS Pro Rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,566,034.00	$ 995,371.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Ed Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By V. V. Cusack (Division Engineer)
Acting
V. V. Cusack

Date executed by Division Engineer APR 10 1973

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid
Project No. US-568(2)

CAPE ARAGO HIGHWAY-WOODLAND DRIVE SECTION

OF THE EMPIRE-COOS BAY HIGHWAY IN COOS COUNTY

Salem, Oregon, April 4, 1973

Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 0+74.70 to Sta. 108+11.91)

Mobilization	All Required		$	75,000.00
Temporary Protection and Direction of Traffic	All Required			40,000.00
Clearing and Grubbing	All Required			50,000.00
Removal of Structures and Obstructions	All Required			5,000.00
Borrow Excavation	105,500 cu.yd.	0.75		79,125.00
General Excavation	55,650 cu.yd.	1.25		69,562.50
Trench Excavation	7,450 cu.yd.	5.00		37,250.00
Finishing Roadbed and Slopes	All Required			10,000.00
Obliteration of Roadway	1,550 sq.yd.	0.50		775.00
Watering	1,650 M-gal.	0.50		825.00
Bituminous Base Mixture	17,400 ton	9.10		158,340.00
Asphalt in Bituminous Base Mixture	960 ton	48.00		46,080.00
Plant-Mix Aggregate Base	36,200 ton	5.50		199,100.00
Stage Construction Surfacing	13,000 sq.yd.	1.75		22,750.00
Class "B" Asphalt Concrete Mixture	17,900 ton	9.10		162,890.00
Asphalt Cement in Mixture	1,160 ton	48.00		55,680.00
Asphalt in Tack Coat	13 ton	100.00		1,300.00
3/4" - 0 Aggregate in Prime Coat	620 cu.yd.	7.25		4,495.00
RC-250 Asphalt in Prime Coat	110 ton	88.00		9,680.00
Class "A" Concrete in Walls	45 cu.yd.	130.00		5,850.00
Reinforcement in Walls	3,100 lb.	0.30		930.00
144-inch Structural Plate Pipe	42 lin.ft.	150.00		6,300.00
12-inch Culvert Pipe	190 lin.ft.	5.00		950.00
48-inch Culvert Pipe	400 lin.ft.	18.00		7,200.00
12-inch Sewer Pipe	7,050 lin.ft.	6.00		42,300.00
15-inch Sewer Pipe	2,200 lin.ft.	6.50		14,300.00
18-inch Sewer Pipe	2,230 lin.ft.	11.00		24,530.00
21-inch Sewer Pipe	190 lin.ft.	12.00		2,280.00
24-inch Sewer Pipe	180 lin.ft.	15.00		2,700.00
36-inch Sewer Pipe	270 lin.ft.	15.00		4,050.00

48-inch Sewer Pipe	950 lin.ft.	22.00	20,900.00
Concrete Manholes	13 only	900.00	11,700.00
Special Manholes	2 only	1,700.00	3,400.00
Drop Manholes	1 only	1,500.00	1,500.00
Concrete Inlets, Type D	4 only	300.00	1,200.00
Concrete Inlets, Type G	1 only	300.00	300.00
Concrete Inlets, Type CG-1	68 only	300.00	20,400.00
Concrete Inlets, Type CG-2	23 only	300.00	6,900.00
Concrete Inlets, Type G-2MA	1 only	400.00	400.00
Capping Inlets	1 only	200.00	200.00
6-inch Drain Pipe	1,000 lin.ft.	2.75	2,750.00
8-inch Drain Pipe	1,380 lin.ft.	3.50	4,830.00
Special Filter Material in Drains	340 cu.yd.	15.00	5,100.00
Guard Rail, Type 1	4,300 lin.ft.	3.65	15,695.00
Guard Rail, Type 1A	800 lin.ft.	5.50	4,400.00
Guard Rail Anchors	13 only	250.00	3,250.00
Concrete Walks	10,600 sq.yd.	7.00	74,200.00
Concrete Driveways	1,080 sq.yd.	10.00	10,800.00
Concrete Curbs	700 cu.yd.	65.00	45,500.00
Reconstructing Concrete Manholes	1 only	500.00	500.00
Extra for Asphalt Approaches	35 only	60.00	2,100.00
Adjusting Manholes	38 only	150.00	5,700.00
Roadside Seeding and Mulching	8 acre	400.00	3,200.00
Traffic Signal Installation, Complete	All Required		20,000.00
			$1,404,167.50

Anticipated Items

Flagging (60% of Contractor's Cost)	All Required	$ 9,600.00
Permanent Pavement Striping	All Required	3,000.00
Stage Construction Striping	All Required	2,000.00
On-the-Job Trainees (3 @ $800)	All Required	2,400.00
Temporary Erosion Control	All Required	2,500.00
		$ 19,500.00
	Subtotal	$1,423,667.50
	10% Engr. & Cont.	142,366.50
	Total	$1,566,034.00

Length of Grade & Pave - - - - - - - 2.033 Miles
Cost of Roadway Per Mile - - - - - $770,306.94

Federal Funds -	$ 995,371.00
State Funds -	179,155.00
City Funds- -	391,508.00
Total Cost	$1,566,034.00

Group 1 - 95% Group 8 - 5%

Contract No. 7867

Prefix 106-1023

CAPE ARAGO HIGHWAY-WOODLAND DRIVE SECTION

PROJECT NO. US-568(2)

Nonparticipating - State Work

Setting Mailbox Posts	60 only	20.00	$ 1,200.00
Anticipated Items			
Furnish Mailbox Posts	All Required		$ 200.00
State Responsibility for Damages	All Required		1,000.00
Work by PP & L	All Required		6,500.00
Work by General Telephone	All Required		2,000.00
Work by Coos Bay-N.B. Water Board	All Required		4,000.00
Work by City of Coos Bay	All Required		250.00
State Force - Slope Stabilization	All Required		1,000.00
			$ 14,950.00

7867 O 1P O J

Form 2-108 (Rev. 11-70)

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Cape Arago Hwy-Woodland Drive — Date November 4, 19 74

Highway ~~Empire-Coos Bay~~ — Contract No. 7867

County Coos — Prefix 106-1023

Contractor Fred H Slate Company — F. A. Project No. US-568(2)

Address P.O. Box 19238 Portland Oregon 97219 — Order No. 10

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Correct erosion of cut slope by drainage facilities existing on top of cut bank

Location by station numbers:

Lt. 60+50

Estimate of quantities and cost:

Equipment + 15%	10.00
Labor + 20%	70.00
Materials+ 15%	25.00
Total Cost increase to project	$105.00

(Maximum equipment rates allowable will be as per State -A.G.C. agreement)
(percentage allowed the contractor will be in accordance with the executed contract for the project)

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Water was noted draining down the new slope from drainage facilities existing above top of cut. Special materials & equipment were required to correct the resulting erosion. Difficult area to work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$1,845,486.9
Present estimate of project cost, including $105.00 for work under this order	$1,787,638.5
Expected under-run / over-run amount	$57,848.41
Expected under-run / over-run per cent	3.7

Space to right of this line is for use of Salem Office

Submitted by: W. A. Wilson
Resident Engineer

Approval Recommended: J. X. Wilson
Regional Engineer

Approval Recommended: ..... For: .....
Construction Engineer or Bridge Engineer

Approved .....
Construction Engineer.

AD

7867 IP

Form E-205 (Rev. 11-70)

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Cape Arago Hwy.-Woodland Drive — Date September 25, 1974

Highway Empire-Coos Bay — Contract No. 7867

County Coos — Prefix 106-1023

Contractor Fred H. Slate Company — F. A. Project No. US-568(2)

Address P. O. Box 19238 Portland, Oregon 97219 — Order No. 9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Clean existing 18-inch sewer pipe

Location by station numbers: 104+45

Estimate of quantities and cost:

Labor + 20%	$220.00
Equipme nt + 15%	105.00
Total cost increase	$325.00

(Maximum equipment rates allowable will be as per State-A.G.C. agreement)
(Percentage allowed the contractor will be in accordance with the executed contract for the project.)

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This existing sewer pipe was plugged solid for several years. The contractor was unable to flush it out with water so it was necessary to cut existing pavement, dig pipe out & clean plugged sections.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,845,486.94	
Present estimate of project cost, including $325.00 for work under this order	$1,845,486.94	
Expected ~~under-run~~ ~~over-run~~ amount	$ 0	
Expected ~~under-run~~ ~~over-run~~ per cent	0	

Submitted by: W. A. Tisor — Resident Engineer

Approval Recommended: — For: Construction Engineer or Bridge Engineer

Approval Recommended: J. X. Wilson — Regional Engineer

Approved — Construction Engineer

AD

cc: Materials, John Jenkins

7867

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

September 10, 1974

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Construction Engineering Costs

TO: Alfred Shirley, Jr.
Regional Engineer
ROSEBURG

The following listed projects indicate excessive engineering costs compared to contract work completed:

Contract No.	Name of Job	% Engr. Expended	% Project Completed
7867	Cape Arago Hwy.-Woodland Drive	90	70
7939	Airport Rd.-Beltline Rd.	78	60
7994	Sunset Bay State Park	125	65

Please review the prosecution of these projects and take any appropriate action to hold engineering costs to a minimum. Report actions taken.

CTK:fr

cc: H. S. Coulter

NOTED
H.S.COULTER

RECEIVED
SEP 10 1974
Office of
Assistant State Highway Engineer

7867

August 21, 1974

Fred H. Slate Company
7805 S. W. 40th Avenue
P. O. Box 19238
Portland, OR 97219

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7867 for work on the Cape Arago Highway-Woodland Drive Section of the Empire-Coos Bay Highway in Coos County.

Careful consideration was given to the reasons you submitted. In light of the available facts, the requested extension of 70 days is granted on the early Phase "A" time because of extra work, bit item overruns and the seasonal effect of labor disputes.

Very truly yours,

F. B. Klaboe
Administrater and
State Highway Engineer

bc A. E. Johnson
H. S. Coulter
V. E. Skoog
C. T. Keasey
V. L. Gallagher
Alfred Shirley

JAB:fr kp

7567

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 15, 1974

In reply refer to: 104132.A

SUBJECT: Oregon Project US-568(2)
Cape Arago Highway-Woodland Drive
Contract Time Extension

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I concur in a 70-day extension of contract time on the subject project as explained in Mr. H. S. Coulter's letter of August 9, 1974.

G. K. Hoover
for G. L. Green

NOTED
A. E. JOHNSON

RECEIVED
AUG 19 1974
Office of Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
AUG 16 '74
REFER TO Coulter
FOR
Info | Invest | R/D | D/R | Sign | Art | File

8-19-74
cy Kenny
Shirley
Gallagher

NOTED
H.S. COULTER

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 9, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM for H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension
Cape Arago Highway-Woodland Drive
Contract No. 7867
FA Project No. US-568(2)

The contractor has requested a 70-day extension of time on this project and cites three reasons:

1. Results of 1973 labor dispute delays (weather impact).

2. Quantity overruns.

3. Extra work orders and plan revisions.

The workday count for this project started April 11, 1973. The contractor started work on March 22 before he had a contract. The 225-day Phase "A" requirement was to accomplish the main roadbed work through bituminous base including curbs and drainage. This was a tight requirement which covered virtually the entire contract except top paving and signal work and was imposed in an effort to assure a usable traffic pattern for the first winter. The 225 days would have expired in late November had there been no interruptions. The contractor was given a stop work order November 5, 1973, with 143 days counted when it became apparent that further grading work was impossible. At that time the overall project was 39 percent complete with 32 percent of the time elapsed, so we certainly cannot fault the contractor's effort. Work resumed as soon as practical

in late April 1974. The 225 Phase "A" days expired July 25, so liquidated damages are occurring at the rate of $200 per day.

Sixty-one days were not counted because of labor disputes between mid-June and mid-August 1973. On a project such as this in a coastal area, this time can only be made up during the next summer season. In breaking down the overall 70-day request into the three specific reasons, we assign a 25-day extension on this seasonal impact reason. An extension of 21 days is recommended for the 21 percent (35,000 cubic yards) overrun in earthwork quantities. An additional 14-day extension is recommended for the 335 percent (4,620 feet) overrun in perforated pipe, both based on actual rates of production. An additional 10 days is recommended for a significant plan change in the storm sewer system which increased trench depths and for extra work required to adjust and protect numerous water services crossing the subgrade.

We therefore recommend the 70-day time extension as requested on Phase "A". This would run to about October 3. The current estimated completion of the overall project is October 1, which includes some work over and above the Phase "A" requirement. It therefore appears that a 70-day extension would avoid all liquidated damages on this project.

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
A. Shirley, Jr.
V. L. Gallagher

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 7, 1974

FILE:

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Cape Arago Highway-Woodland Drive
Contract No. 7867
F.A. No. US-568(2)
Request for Time Extension

Fred H. Slate Company requests a 70-day extension of the Phase A time on this project, citing:

1. Results of 1973 labor dispute delays (weather impact).

2. Quantity overruns.

3. Extra work orders and plan revisions.

Resident Engineer Tison made a good analysis of the request and his report along with the favorable Region recommendation are attached.

The work day count for this project started April 11, 1973. The contractor actually started work on March 22 before he even had a contract. The 225 day Phase A requirement was to accomplish the main roadbed work up through bituminous base including curbs and drainage. This was a tight requirement which covered virtually the entire contract except top paving and signal work and was imposed in an effort to assure a usable traffic pattern for the first winter. The 225 days would have expired in late November had there been no interruptions. The contractor was given a stop work order November 5, 1973 with 143 days counted when it became apparent that further grading work was impossible. At that time, the overall project was 39 percent complete with 32 percent of the time elapsed, so we certainly cannot fault the contractor's effort. Work resumed as soon as practical in late April of 1974. The 225 Phase A days expired July 25, so liquidated damages are occurring at the rate of $200 per day.

Sixty-one days were not counted because of labor disputes between mid-June and mid-August of 1973. This was time which can only be made up on a project like this in a coastal area during the next summer season. The Resident Engineer assigns 25 days extension on this reason and I would agree that it is

RECEIVED
AUG 9 1974
Office of
Assistant State Highway Engineer

certainly at least that much. An extension of 21 days is recommended for the 21 percent (35,000 cubic yards) overrun in earthwork quantities. An additional 14 days extension is recommended for the 335 percent (4,620 feet) overrun in perforated pipe. An additional 10 days is recommended for a significant plan change in the storm sewer system changing it to the opposite side of the roadway from the plan which increased trench depths, and the extra work required to adjust and protect numerous water services crossing the sub-grade.

We therefore concur in the recommendation for the 70 days time extension as requested. This would run to about October 3. I note the current estimated completion of the overall project is October 1 which includes some work over and above the Phase A requirement. It therefore appears that a 70-day extension would avoid all liquidated damages on this project.

This is an urban secondary Federal-aid project which requires FHWA concurrence. Rough draft letters to them and the contractor are attached.

JAB:fr

Att.

cc: V. L. Gallagher

July 3, 1974

Re: Cape Arago Hwy - Woodland Dr
Section
Empire-Coos Bay Highway
Contract #7867

W. A. Tison, Resident Engineer
Oregon State Highway Division
1198 Airport Way
North Bend, Oregon 97459

Dear Sir:

On September 20, 1973 we were asked to update our progress schedule as a result of the shutdown of our operation due to a labor dispute in the prior months of June, July and August. On September 25, 1973 we submitted our revised schedule which was verbally accepted by your office.

The labor shutdown resulted in the loss of over two months of prime construction time and as yet we have not had a full summer working season. In brief two spring seasons do not equal one summer season for grading in western Oregon.

We have had overruns, extra work orders and plan revisions on controlling contract items, which has resulted in the need for additional time. This coupled with the labor dispute delay has resulted in our facing potential liquidated damages in the near future.

It appears the intent of the original contract time for completion date (a), was to have the project in a secure condition as to surfacing and drainage for the winter shutdown in 1973-1974. This of course was not possible but will be in the fall of 1974.

We request that the contract completion dates be adjusted to fit our revised job schedule as presented and accepted. It does not appear that this schedule would cause unreasonable inconvenience to the traveling public or the state. Your attention and assistance in this request will be greatly appreciated.

RECEIVED
JUL 15 1974
W. A. TISON
RES. ENGR.

Yours very truly

James N. Leinbach
Partner

JNL:m

M-030 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date July 11, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from (a) 225 days to 295 days, within which to complete our Contract No. 7867, without the assessment of liquidated damages. The said contract is described as follows:
Cape Arago-Woodland Dr. Sec., Empire-Coos Bay Highway

The dates of the ~~workdays~~ calendar days during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

June 13, 1973 to August 6, 1973 Operating Engineers strike

August 13, 1973 to August 22, 1973 Laborers strike

This is prime construction working time and cannot be replaced by spring or fall calendar days. See attached copy of letter dated July 3, 1974.

Respectfully submitted,

FRED H. SLATE CO.
Contractor

By James N. Leinbach
James N. Leinbach, Partner

CONSENT OF SURETY

Date July 11, 1974

We, GREAT AMERICAN INSURANCE CO., as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Fred C. Reed Attorney-in-fact

(SEAL)

WELLS-REED-WOOD-WEST Co.
Resident Agent

By Fred C. Reed
Fred C. Reed

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7867 Contractor Fred H. Slate Company

Highway Empire-Coos Bay

Section Cape Arago Hwy.-Woodland Drive

Kind of Work Grading, Paving & Traffic Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] or GRANTED. The reasons for such recommendation are as follows: Overrun of Borrow & General Excavation
Overrun of 8-inch Drain
Impact from Wage Disputes
See cover letter

Recommended for Approval:

J X Wilson
Division Engineer

John P. Ford
Construction Engineer or Bridge Engineer

C D Kensey
Acting Asst. State Highway Engineer

Contract No. 7867

Project designation Federal Aid US-568(2) State-Federal

Date awarded March 22, 1973

Work started 51% 7/12/74

Per cent completed & 225 Calendar Days Date

No. of Workdays Allowed XXXX Calendar Days

No. of Workdays Used & 225 7/25/74

No. of Added Workdays Requested 70 Calendar Days

7867

FORM 81-734-5030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

August 2, 1974

FROM: C. T. Keasey
Construction Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: File No. 34924 -- ~~Peterson~~ Eichler
Cape Arago Hwy.-Woodland Dr. Sect.
Empire-Coos Bay Highway
Coos County

48311 - Eichler

There has been some earlier contact with you regarding the driveway sight distance problem at subject location (also referred to as Eichler property).

This problem has been reviewed further and we are back to the conclusion that additional right-of-way should be acquired. We concur in the Region recommendation to acquire an additional 15' of width which requires moving house back.

Please proceed with description of the 15' strip. Sketch map is attached.

CTK:JAB:fr

Att.

1 Versteeg ✓
2 A. Olson
Tarpin
3 Scott 1
Svenson
R. Olson
Imm

RECEIVED
AUG 5 - 1974
ROAD DESIGN SECTION

File 48311 ← to R/W 3-7-74 L.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

Routing: Kensey, Jackmond, Harwood, Johnsen, Walker, Scofield S, Glenn, Berg

RECEIVED
JUL 22 1974
CONSTRUCTION SECTION

FILE:

Roseburg, Oregon
July 19, 1974

FROM: J. X. WILSON
Regional Construction Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: File No. 34924-~~Peterson~~ Eichler
Cape Arago Hwy.-Woodland Dr. Sec.
Empire-Coos Bay Highway
Coos County

Attached is a file of correspondence we have had on the subject property. Because of inadequate driveway sight distance and close proximity of top of steep cut slope to the house, we are proposing extensive corrective action. You already have photos, X-sections and other pertinent data.

As shown on the sketch map, our solution is to acquire a 15-foot strip across the front of the property, move the house to the back of the lot and reslope within the 15-foot strip to eliminate any future sight disctance problem. Our right of way people estimate the cost of the taking and house move to be $5,250 as stated in Dick Wilson's letter.

If you agree with this solution, would you have the necessary description prepared and process through Right of Way for negotiation.

JXW/cw
Attach.

cc W. A. Tison
Virgil Wilson, w/attach.

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 17, 1974

SUBJECT:

To: The File

File No: 34924 - Peterson
Section: Cape Arago-Woodland Dr.
Highway: Empire-Coos Bay
County: Coos

The following is a spur of the moment estimate of acquiring a 15 foot strip of land across the front of subject file.

15' x 75' = 1125 Sq. Ft. in strip @ $2.00 - - - - - - - - - - $2,250

Move the house to back of owners property - estimate - - - 3,000

Estimate to buy house - - - - - - - - - - - - - - - - - - - 7,500

Pitfall.

There is strip zoning in this area, I believe. If it is for say 150' depth, it could be that it might leave a less usable remainder if we take the additional 15' strip. Zoning is uncertain at this time.

The highest and best use of this property would be to move the house to the extreme back of owners property, where it joins Wallace Street and hold the front for commercial use.

Richard Wilson
Regional Appraiser

RW:bjl

ROSEBURG REGION
RECEIVED
MAY 17 1974
DOT

FORM 2-30 (REV. 10-62)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

North Bend, Oregon

February 13, 1974

To: Alfred Shirley, Jr.
Regional Engineer
Roseburg, Oregon

SUBJECT: Sight Distance Hazard
Eichler Property Access
R/W File No. 34924
Cape Arago Hwy.-Woodland Drive
Empire-Coos Bay Hwy.
Contract 7867

Attention: J. X. Wilson

The cost of a full taking of subject property is prohibitive. It would involve purchase of a house and approximately 48,000 square feet of land. To purchase the access and construct a retaining wall ($6,000.00 plus) would also amount to quite a sum.

Before the purchase of the house and access which is still required for the Grabe property is considered, an investigation should be made to determine the costs of purchasing an additional 15 feet width of R/W for the purpose of flattening slopes & the moving of the house off of the newly acquired R/W. Inclosed is sketch of the property showing the proposed taking and other pertinant information.

W. A. Tison
Resident Engineer

WAT/jm

cc: file

ROSEBURG REGION
RECEIVED
FEB 14 1974
RE | RME | | TE
RUE | DES | | FILE | TA

cc: V. Wilson - could you have your people look & come up with a cost estimate. Would appreciate an early answer: Bud Shilling

Sent cc

GPO 932479-934

11+62

STA. 13+17.00

℄ COOS BAY

32 drive

75 75

40

60

340

4325

W. & R. Phillippi
250-307

OREGON STATE HIGHWAY DEPARTMENT

CAPE ARAGO-WOODLAND DRIVE

SCALE: WATER FEET TO AN INCH

PROPOSED

#7867

Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 2, 1974

In reply refer to: 10-41-BA

SUBJECT: Testing of Traffic Control Equipment
Federal-aid Project US-568(2)
State Force Order No. 5

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Reference is made to Mr. Keasey's letter of June 25, 1974, concerning the subject order.

The use of State Forces to test traffic control equipment is approved as being in the public interest under the provisions of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically and expeditiously.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

G. L. Green

Enclosure
State Force Order No. 5

cc:
Region (10-00.34) (2 cys)
w/2 cys OSHD ltr and
1 cy SFO

RECEIVED
JUL 3 1974
Office of
Assistant State Highway Engineer

7-3-74
Orig. to Gallagher
cy Keasey

RECEIVED
STATE HWY ENGR
JUL 3 '74
REFER TO
Coulter
FOR
Info | Invest | Info | Dir | Insp | Ltr | File

NOTED
M. S. COULTER

G-1P

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 7867

APPLYING TO CONTRACT PROJECTS

Order No. 5

Section Cape Arago Hwy.-Woodland Drive Date June 11, 1974, 19

Highway Empire-Coos Bay F.A.P. No. US-568(2)

County Coos Prefix 106-1023 Account No. 908-05

Description of Work To Be Done:

Test traffic control equipment at Salem & transport tested equipment to the project.

APPROVED EFFECTIVE DATE 6-19-74
Contingent upon modification of project agreement if additional funds are required
BY G K Hoggmeier
TITLE Dist. Engineer
DATE JUL 2 1974
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers: Signal location
617+65-619+32 (Cape Arago Hwy.)

Estimate of Quantities and Costs:

Labor & Transportation ---------- $500.00

Explanation: This contract does not provide for the testing of traffic signal control equipment in accordance to the new test procedure provided in later contracts.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 1,845,486.9
Present estimate of project cost, including $ 500.00 for work under this order	$ 1,845,486.9
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: W O Isom, Resident Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approval Recommended: J X Wilson, Regional Engineer

Approved: J K Kezsy, Construction Engineer

7870

July 2, 1974

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7870, Work Completed April 29, 1974

Project Marine Dr. at Columbia

Highway Oregon Coast, County Clatsop

Type of Work Traffic Signal Installation

Contractor Hamilton Electric, Inc.

Recommended Acceptance Date July 2, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

VG:bz

cc: C. W. Head
A. E. Johnson
M. S. Coulter
C. T. Keasey
W. J. Hart

7867

9

June 25, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. US-568(2)

FROM
C. T. Keasey
Construction Engineer

SUBJECT Request Change Order Approval

Contract 7867, State Force Order No. 5

Project Cape Arago Highway - Woodland Drive

Highway Empire - Coos Bay

County Coos

The order covers testing of traffic control equipment by State Forces. Testing of this nature is being specified in current contracts being let. Physical, environmental and operation tests will be conducted.

The estimated total cost of work to be done under this order is $500 with Federal participation of $300. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer on June 19, 1974.

Your approval as of June 19, 1974 is requested.

Attach.

JK:bs

7867

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

May 31, 1974

FROM: C. T. Keaser
Construction Engineer

TO: Alfred Shirley, Jr.
Regional Engineer
ROSEBURG

SUBJECT: Petroleum Products Cost Escalation
Cape Arago Hwy.-Woodland Drive Sect.
Empire-Coos Bay Highway
Contract No. 7867

The request from Elton Slate, Fred H. Slate Company, for an interim adjustment of bid prices on the subject project for fuel and asphalt escalation has been reviewed through Administration and with Jack Sollis, Assistant Attorney General, and it has been determined that it would be improper to consider any adjustment until the project is completed and all costs are known, and until all other avenues of recourse open to the contractor have been explored and exhausted.

As we discussed by phone, I am sending you a suggested draft reply to the contractor indicating our stand in this matter.

You should caution your resident engineers to keep good records of equipment and fuel usage on their projects which might be affected so that a reasonable check of fuel used at various times could be made.

CTK:fr

Att.

cc: H. S. Coulter
Jack Sollis

RECEIVED
JUN 3 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

ROUGH DRAFT

May 31, 1974

Mr. Elton D. Slate
Fred H. Slate Company
P.O. Box 19238
Portland, OR 97219

Re: Cape Arago Hwy.-Woodland Dr.
Empire-Coos Bay Highway
Contract No. 7867

Dear Mr. Slate:

Your request of May 8, 1974, for an interim adjustment of bid prices for escalation of petroleum products costs under Chapter 32, O.R.S. 279.324 to 279.332 (Senate Bill 1009) has been studied through all the channels of the Highway Division and their legal counsel and it has been determined that any negotiation for an interim adjustment would be improper and inopportune, since it is impossible to determine at this time the final effect on the project costs.

At such time as the project is completed, and with full and proper documentation of petroleum products cost increases, your request may be reconsidered, provided that all other avenues of relief have been explored and exhausted.

We have been advised that most if not all of the oil companies, other than Shell Oil Company, supplying asphalt to Oregon contractors have, or have indicated that they will, honor their verbal quotations on asphalt given at the time of bidding.

Completion of this project has been delayed far beyond the expected completion date and you are urged to prosecute the work diligently to finish the project this season.

CTK:fr

7867

FORM 81-734.3030

RECEIVED
MAY 20 1974
Office of Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 17, 1974

FILE:

FROM: C. T. Keasey
Construction Engineer

TO: Jack Sollis
Asst. Attorney General & Asst. Counsel

SUBJECT: Petroleum Products Cost Escalation
Cape Arago Hwy.-Woodland Drive Sect.
Empire-Coos Bay Highway
Contract No. 7867

NOTED
H. S. COULTER

Attached is correspondence from the Fred H. Slate Company, prime contractor on the subject project, together with copies of letters from Johnson Rock Products and from the Region and Resident Engineer transmitting the contractor's request for an interim adjustment of the price bid for asphalt and for the increased cost of burner fuel for heating and drying of the asphalt concrete mix.

Also attached are copies of letters from Shell Oil Company and Standard Oil Company of California quoting their prices for asphalt and diesel fuel both at the time the project was bid and the current prices. Neither Company is giving firm prices for the 1974 construction season.

Attached also is a copy of Johnson Rock Products' subcontract from Fred H. Slate Company.

This claim is being presented to obtain relief for the subcontractor for the greatly escalated costs of asphalt and burner fuel. Elton Slate as prime contractor indicates that they may initiate adjustments in other bid items after final costs are known.

As an indication of the magnitude of this interim claim, a tabulation of the currently affected items under the subcontract is shown below:

Remaining to Complete Project (Corrected to date)

Item	Quantity	Unit	Unit Price	Amount	Added Cost	Rev. Unit Price	Amount
11	16,297.43	Tons	$9.10	$148,306.61	$0.44	$9.54	$155,477.48
12	898,859	Tons	48.00	43,145.23	32.00	80.00	71,908.72
15	17,900	Tons	9.10	162,890.00	0.44	9.54	170,766.00
16	1,160	Tons	48.00	55,680.00	32.00	80.00	92,800.00
17	13	Tons	100.00	1,300.00	32.00	132.00	1,716.00
19	95	Tons	88.00	8,360.00	32.00	120.00	11,400.00
				$419,681.84			$504,068.20

Difference $84,386.36 (Increase)

Increase as % of affected Items	-	20.1 %
Increase as % of Total Subcontract	-	17.67%
Increase as % of Total Contract	-	5.74%
Increase in base price of asphalt F.O.B. Willbridge		114%
Increase in base price of diesel fuel F.O.B. Coos Bay		128%

This subcontractor has operated in the Coos Bay area for approximately 17 years and states that he has purchased asphalt from Shell Oil Company for most if not all of that time, and has never before had a written contract for asphalt price but has relied on verbal quotations.

The tabulation above indicates the effect of the increased costs if the total increase is added to the unit bid prices and absorbed by the State.

The interim price adjustments requested indicate that the contractor is asking for the total increase to be added to his bid prices.

For your further information, a copy of the last monthly estimate for the project is also attached.

Please review this information under the light of S.B. 1009 and advise me as to how we should respond or action we should take at this time.

CTK:fr

Att.

cc: H. S. Coulter
Alfred Shirley

243

FORM S-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

DATE May 6, 1974

TO J. H. Versteeg, Road Design Engineer, Salem
Attention: Adrian Olson

FROM GLEN L. CLARK, Regional Traffic Engineer

SUBJECT Permanent Striping Plan Review
[redacted]
Cape Arago Highway-Woodland Drive Section
Contract No. 7867

There must have been some mix up, but our files indicate a review of the subject striping plans December 20, 1973. But no matter; we can remember the points we wished changed.

First, I am attaching a plan showing details of the proposed striping at the junction of the Cape Arago and the Empire-Coos Bay Highways which was designed with the signal loop design in mind. This striping should be reflected in the final striping plans.

On the overall plan, it is the Region's wishes that the curb NOT be painted. Also, it is requested that the painted jiggle bars in the 4-foot median be deleted. The balance of the plan is approved as shown.

GLC/dt
Attachment
cc: Bill Brown
Bill Tison

5-7-74
Plan revised as per letter.
Have asked for det. data on intersection striping
DMJ

1 Versteeg J
2 A. Olson
3 Terpin T
Swenson
R. Olson
Trout

RECEIVED
MAY - 7 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

7867

243

Salem, Oregon

January 28, 1974

C. T. Keasey, Construction Engineer
ORIGINAL SIGNED BY
J. H. VERSTEEG
J. H. Versteeg, Road Design Engineer

Sight Distance Hazard
Eichler Property Access R/W File 34924
Cape Arago Highway-Woodland Drive
Empire-Coos Bay Highway

If we cannot provide safe access with adequate sight distance to the Eichler property, I would agree that the property or the access should be purchased. Please provide Floyd Scott with the necessary right-of-way requirements and he will prepare descriptions.

JHV:jh
cc: J. X. Wilson
Floyd Scott

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JAN 28 1974
ROAD DESIGN SECTION

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Requires Approval ☐
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Do not File ☐
Return To
Bring Up ___/___/___
Other

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 21, 1974

To: J. H. Versteeg
Road Design Engineer

SUBJECT: Sight Distance Hazard
Eichler Property Access R/W File 34924
Cape Arago Highway-Woodland Drive
Empire-Coos Bay Highway
Contract No. 7867

FROM: C. T. Keasey
Construction Engineer

You will recall that we reviewed the subject problem with J. X. Wilson and recommended that he check out the use of a retaining wall and suggested a low wall (3') design to aid in obtaining more sight distance from this driveway.

This has been checked and Tison reports that even with a low 3' wall, the 2:1 slope behind the wall would restrict sight distance to approximately 175 ft. which is insufficient, since the only way this driveway can be used is to head in and back out into the street.

Both Tison and Wilson recommend that we purchase the property and remove the house to eliminate the problem.

Unless you have some other ideas for improving the sight distance while still providing access to the front door of the house, I must concur in their recommendation.

Please advise me.

CTK:fr

Attach.

cc: J. X. Wilson

1 Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JAN 21 1974
ROAD DESIGN SECTION

Requires Reply ✓
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

FORM E-00 (REV. 10-00)

Routing

1 Keasey — RECEIVED — Scofield 5
Glenn
Jackmond — JAN 18 1974 — Berg
Hardt
Johnsen — CONSTRUCTION
Walker — SECTION

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 17, 1974

SUBJECT: Retaining Wall
Station 12+32-13+02 Rt.
Cape Arago Hwy-Woodland Dr.
Empire-Coos Bay Highway
Contract 7867

To: C. T. Keasey
Construction Engineer
S A L E M

At a December, 1973 meeting in Salem, I gave you a letter having to do with the house on the subject property being very close to the top of cut and right of way line. This creates a hazard and problems with access to the front door as well as the drive way approach. You gave this letter back to me along with the plan and cross-sections with the instructions to construct a 8 foot retaining wall and concrete steps for access to the front yard from the drive way. I have attached this letter for your information

Bill Tison has investigated use of various height walls and still finds a sight distance hazard even with a 3-foot wall since it is necessary to back out into traffic from the drive way. His sketch is attached showing that there is a maximum of 175 feet of sight distance with the 3-foot wall. In addition, a 2:1 slope behind the low wall still catches near the right of way line and providing front yard access and any kind of finished appearance would be very awkward.

Tison and I both recommend that to eliminate this apparent undesirable and hazardous situation we attempt to acquire the entire property and provide for removal of the residence. Tom Lowe concurs that this is a reasonable approach and will recommend participation if permissable under FHWA rules.

Would you please let me know how you want us to proceed.

J. X. Wilson

J. X. WILSON
Regional Construction Engineer

JXW/jw
attach
cc Tom Lowe, FHWA
Bill Tison

243

FORM E-90 (REV. 10-69)

REFERRED TO

WE's Cole Reed
Eriksen Sample
Heger Watson
Return ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

North Bend, Oregon
January 4, 1974

SUBJECT: Retaining Wall
Stations 60-62 Lt.
Cape Arago Hwy.-Woodland Drive
~~Empire-Coos Bay Hwy.~~
Contract 7867

To: Alfred Shirley, Jr.
Regional Engineer
Roseburg, Oregon

R/W Map 9B-4-7
File No. 47911

0.12 Acre

I have examained the area left of stations 60+00-62+00 on the subject project for the possibility of constructing a retaining wall. In order to construct a wall, we still would have to acquire additional R/W to backfill behind it. We also would have to adjust Pacific Power and Light and General Telephone facilities which were recently adjusted and ajust a newly placed fire hydrant. I recommend that we purchase the R/W and dress up the slope as originally planned doing only the minimum amount of work required to have a neat appearing slope.

W. A. Tison
W. A. Tison
Resident Engineer

WAT/jm

1 Versteeg cc:file
A. Olson
2 Terpin
3 Scott
Swenson
R. Olson
Trout

RECEIVED
JAN - 9 1974
ROAD DESIGN SECTION

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Requires Approval ☐
Receiver Keep ☐
Do not file ☐
Return To
Bring up
Other

ROSEBURG REGION
RECEIVED
JAN - 7 1974

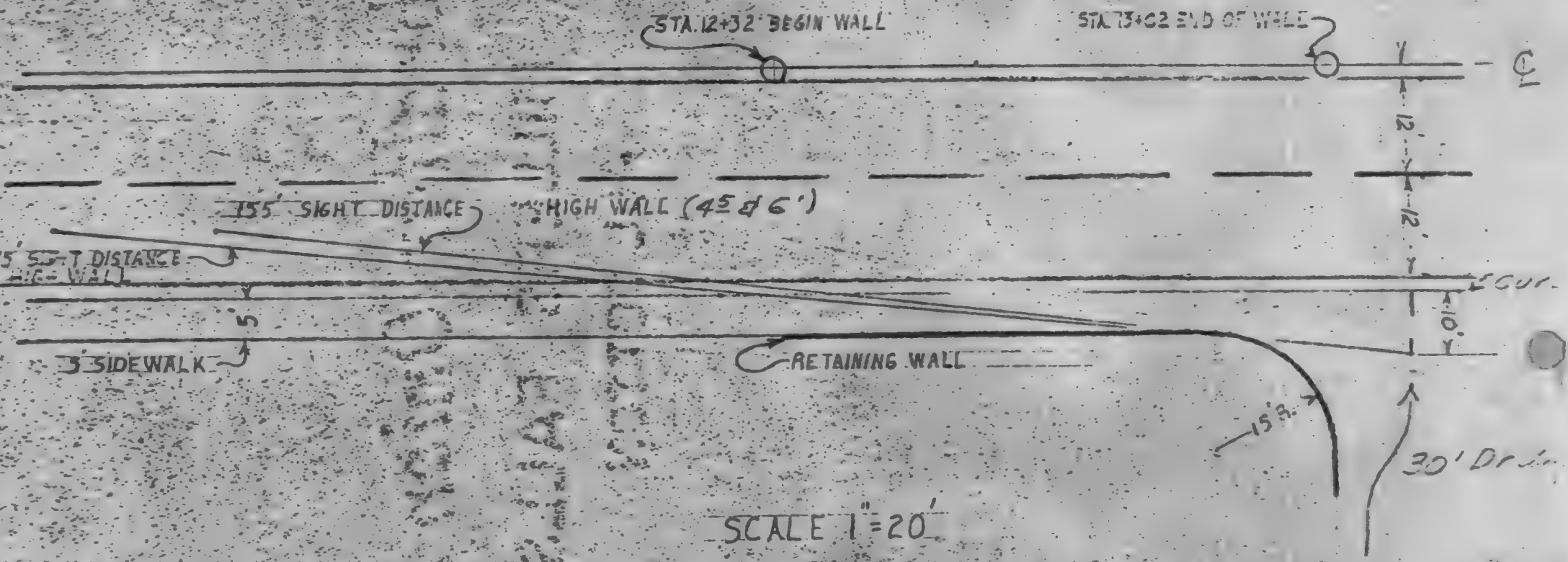
cc: J.H. Versteeg - Looks like our cheapest & best bet is to proceed with add. R/W & reshaping.

11-8-73

8P*02475.724

OREGON STATE HIGHWAY DEPARTMENT
CAPE ARAGO - WOODLAND DRIVE

SIGHT DISTANCE CHART



SCALE 1" = 20'

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 5, 1973

To: C. T. Keasey
Construction Engineer
S A L E M

SUBJECT: Eichler Property
File No. 34924
Cape Arago Hwy.-Woodland Dr.
Empire-Coos Bay Highway
Contract No. 7867

Recently, on an inspection trip over the subject project, Bill Tison pointed out a serious problem affecting the Eichler property that might have been overlooked in the project design. As indicated on the attached photos, this problem involves the top of the cut slope falling very close to the front of the Eichler property, which creates a hazard and effectively cuts off access to the front door.

It would appear the proper treatment for this property would be to construct an "ELL" shaped retaining wall topped by chain link fence along the front and adjacent to the driveway. However, a high retaining wall would restrict sight distance and possibly create a hazard.

Since I can find no clear-cut solution to leaving the Eichler property in a reasonable and acceptable condition, would you take a look at it and let me know if you have any suggestions. Attached are a plot plan and X-Sections for your use.

J. X. Wilson

J. X. WILSON
Regional Construction Engineer

JXW/cw
Attach.

cc J. H. Versteeg
W. A. Tison

12-13-73

Note: Keasey & Versteeg say Const. 3' retaining wall & concrete steps. Tison proceeding on that basis. Tom Lowe feels we should acquire property instead - will S

Routing

2 Keasey
1 Bond
Jachmond
Hardt
Johnsen
Walker

RECEIVED
DEC 6 1973
CONSTRUCTION SECTION

Scolield S
Glenn
Berg

bc: C. W. Head
G. M. Baldwin
H. S. Coulter
V. E. Skoog
H. L. Young
C. T. Keasey
Alfred Shirley
Gary Sund
R. E. Whipps

OREGON STATE HIGHWAY DIVISION

JAB:fr dpy

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE January 23, 1974

TO Oregon Transportation Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

7867
US 568(2)

SUBJECT Expected Overrun of Project Authorization
Cape Arago Highway-Woodland Drive
Empire-Coos Bay Highway
Contract No. 7867

This project now indicates a 13.5 percent overrun of the existing authorization. Fred H. State Company is the contractor. Earthwork quantities are expected to overrun about 19,000 cubic yards. Additional borrow material at higher prices had to be secured to complete the necessary embankments.

13.5% overrun

Wet ground conditions have caused significant overruns in perforated pipe quantities and embankment foundation. This project was contracted in March 1973, with the grading in an early stage when it was interrupted by prolonged labor disputes. Extra expense has been incurred for bituminous base, base rock, and drainage to carry the stage construction traffic through this winter. The project is now about 40 percent complete.

Another item overrunning is the engineering. It is expected to take most of the 1974 construction season to complete the project. This, along with the fact that this project had to absorb the cost of moving the Resident Engineer crew across the State has increased the engineering that was anticipated.

% of Job cost?

This is an urban secondary project. I request your approval of an increase of $220,067.25 in the project authorization to a new total of $1,845,486.94. +#300,000± RW = #2,145,487÷4 = #536,372 cty 1,609,115 st.

Est. Costs

This item will be on the agenda for your consideration at the January 30 meeting.

RECEIVED
JAN 28 1974
Contract Acctg.

REFERRED TO
Frank R. Griffin

RECEIVED
JAN 24 1974
FISCAL OFFICER
DOT

Dan H.

FORM S-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1974

To: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Expected Overrun of Project Authorization
Cape Arago Highway-Woodland Drive
Empire-Coos Bay Highway
Contract No. 7867

FROM: John A. Bond
Construction Administration Engineer

This project now indicates a 13.5% overrun of the existing authorization. Earthwork quantities are expected to overrun about 19,000 cubic yards. Additional borrow material at higher prices had to be secured to complete the necessary embankments. Wet ground conditions have caused significant overruns in perforated pipe quantities (340%) and embankment foundation excavation ($11,000). This project was contracted in March 1973 with the grading in an early stage when it was interrupted by prolonged labor disputes. Even though the contractor prosecuted the work diligently when it could resume in August, some extra expense has been incurred for bituminous base, base rock and drainage in order to carry the stage construction traffic through this winter. The project is now about 40 per cent complete. The largest item of overrun is the engineering. It is expected to take most of the 1974 construction season to complete the project. This, along with the fact that this project had to absorb the cost of moving the Resident Engineer crew from Region 5 has aggravated the 80 per cent overrun in engineering anticipated.

This is an urban secondary project. Rough draft letter to the Transportation Commission is attached requesting an increase of $220,067.25 to a new total of $1,845,486.94, or a 13.5% increase.

JAB:fr

Attach.

cc: V. L. Gallagher

RECEIVED
JAN 22 1974
Office of
Assistant State Highway Engineer

7868 Willamette R. Overflow (Harrisburg) 1973
Br. Sec. of Albany-Junction City Hwy.
(Grading, paving, and structure)

3-7868

Robert W. Scrivner
[redacted]

May 22, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administrator

FROM E. E. Hunter
Assistant State Highway Engineer

SUBJECT Redistribution of Special Bridge
Replacement Funds

The Oregon State Highway Division, as you know, has obligated its total fiscal year 1976 Special Bridge Replacement funds. In fact, these funds were insufficient to cover Bridge No. 583, Willamette River Bridge at Harrisburg, which has been contracted. The following is a listing of projects on which we could obligate additional monies by June 30 if the funds were available.

Br. No.	Name	Sufficiency Rating	Federal Funds
583	Willamette River Bridge at Harrisburg	48.1	$456,000
1821A	Grande Ronde River Bridge	26.2	$600,000
1251	Ritner Creek Bridge	39.4	$246,000

The above projects total $1,302,000 in federal funds. We believe that we can obligate the money and would appreciate anything that you can do to obtain funds for us.

cc: F. B. Klaboe
A. E. Johnson
L. W. Rulien
W. J. Hart
J. H. Verstoeg
Victor D. Wolfe

LWR:ljt

7868

E. S. Hunter

Contract 7868

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 16, 1974

Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Willamette River (Harrisburg) Bridge
Albany-Junction City Hwy.
Linn and Lane Counties

Enclosed are two prints each of Sheets 1 and 2 which are the preliminary plan and elevation drawings for the proposed Harrisburg Bridge south approach replacement. Foundation and hydraulic information has been previously submitted to you.

This structure replaces the existing, badly deteriorating, timber trestle on the same alignment. The proposed roadway width is 32'-0" tapering to 23'-4" to match the roadway on the existing river spans. An 8'-0" walk is included on the downstream side. Traffic will be ramped down from the river spans to a near ground detour along the south side of the structure. Some stage construction is required to achieve this. An existing access ramp off of the approach to the north at Station 1415+07 is to be rebuilt as this is the only satisfactory answer as far as the property owners are concerned.

All construction will be precast prestressed concrete slab spans on precast concrete pile bents with poured-in-place concrete caps except for the connecting span for the access ramp which is poured-in-place concrete because of the required flared width. This will provide a low maintenance structure at minimum cost.

RECEIVED
DEC 16 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Preliminary cost based on estimated quantities and including an allowance for engineering and contingencies is $2,270,000 which includes grading and paving, detour, temporary protection and direction of traffic, as well as the approach structure and access ramp.

Very truly yours,

ORIGINAL SIGNED

WALTER J. HART

Walter J. Hart
Bridge Engineer

JEB/ag
Encls.

cc E. S. Hunter
V. E. Skoog
L. W. Rulien

7868

October 14, 1974

Safeco Insurance Co.
1300 S.W. First Ave.
Portland, OR 97201

Gentlemen:

On August 13, 1974, we wrote to you concerning release of final payment on Contract No. 7868 awarded to Ross Bros. Construction, Inc. for work on the Willamette River Overflow (Harrisburg) Bridge Section of the Albany-Junction City Highway in Lane County.

Final payment on this contract is $15,992.23 and the total contract amount is $315,859.89 including $1,929.39 for work performed under force account.

Very truly yours,

C. W. Read
COMMISSION SERVICES

mw

cc: Ross Bros. Construction, Inc.
3301 Brooklake Rd. N.
Salem, OR 97303

bc: C. T. Kassey
Walt Hart
V. E. Skoog Attn: Dick Hacak
C. O. Fredrickson

7868

August 13, 1974

Safeco Insurance Co.
1500 S.W. 1st Avenue
Portland, OR 97201

Gentlemen:

Contract No. 7868 awarded to Ross Bros. Construction, Inc., for work on the Willamette River Overflow (Harrisburg) Bridge Section of the Albany-Junction City Highway in Lane County was completed on April 22, 1974, and accepted by the Administrator and State Highway Engineer on August 7, 1974.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before August 18, 1974.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Read
COMMISSION SERVICES

ser

cc Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

7868

August 8, 1974

TO: F. B. Klaboe
Administrator and State Highway Engineer

FROM: C. T. Heaney
Construction Engineer

SUBJECT: Highway Project Acceptance

Contract 7868, Work Completed April 22, 1974

Project Willamette River Overflow (Harrisburg) Bridge

Highway Albany-Junction City, County Lane

Type of Work Grading, Paving and Structure

Contractor Ross Bros. Construction, Inc.

Recommended Acceptance Date August 7, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

VG:dgk

7868

June 19, 1974

Ross Brothers Construction, Inc.
3501 Brooklake Road N.E.
Salem, OR 97303

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7868 for work on the Willamette River Overflow (Harrisburg) Bridge of the Albany-Junction City Highway in Lane County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of three calendar days is granted, which will waive all liquidated damages on this project.

Very truly yours,

F. S. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog
Alfred Shirley, Jr.

JAB:fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

June 14, 1974

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Time Extension Request
Willamette River Overflow
(Harrisburg) Bridge
Contract No. 7868
State Project

Ross Bros. Construction, Inc., contractor on the subject grading, paving and structure project, has requested an additional three calendar days to complete the contract work without assessment of liquidated damages.

The contract was awarded March 16, 1973 and allotted 210 calendar days to complete the work, which forecast a completion date of October 23, 1973. The contract time actually expired April 19, 1974, as 178 calendar days were not charged due to two labor disputes and a suspension of work order.

All contract work originally specified was completed April 19, 1974, with only extra work added to the contract remaining to be performed. This added work (E.W.O. No. 2 covering bicycle protection back of a guard rail) was completed on April 22, 1974 for an overrun of three days. Liquidated damages accrue at the rate of $100 per day.

Based on the above, I concur in the field recommendations for three calendar days extension which will waive all liquidated damages on this State project.

A rough draft letter to the contractor is attached.

JAB:WR:fr

Att.

cc: V. L. Gallagher

RECEIVED
JUN 17 1974
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date April 26, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 210 days to 213 days, within which to complete our Contract No. 7868, without the assessment of liquidated damages. The said contract is described as follows:

Willamette River Overflow (Harrisburg)

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter dated April 26,1974.

Respectfully submitted,

Ross Bros. Construction Inc.
Contractor

By Terry Gunsinger

CONSENT OF SURETY

Date April 26, 1974

We, Safeco Insurance Company of America

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Frances Bradley
Attorney-in-fact

Kenneth M. Roth (SEAL)
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7868 Contractor Ross Bros. Construction Inc.

Highway Albany-Junction City

Section Willamette River Overflow (Harrisburg)

Kind of Work Grading, Paving & Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows:

Recommend 3 calendar days (E.W.O. 2 - guardrail modification).

Recommended for Approval:

J. X. Wilson
Division Engineer

Construction Engineer or ~~Bridge Engineer~~

~~State~~ Highway Engineer

Contract No.	7868
Project designation	State ~~State-Federal~~
Date awarded	March 16, 1973
Work started	April 4, 1973
Per cent completed	100% April 22, 1974 Date
No. of Workdays Allowed	210
No. of Workdays Used	213
No. of Added Workdays Requested	3

7868

REPORT NO. 60

FORM 81-734 3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: WILLAMETTE RV. OVERFLOW (HARRISBURG) BR.		WEEK ENDING: MAY 25, 1974
		SECTION PREFIX: 20-1152
HIGHWAY: ALBANY-JUNCTION CITY		COUNTY: LANE
NAME OF JOB: WILLAMETTE RV. OVERFLOW (HARRISBURG) BRIDGE	KIND OF WORK: GRADING, PAVING, & STRUCTURE	
CONTRACTOR: ROSS BROS. CONSTRUCTION, INC.	CONTRACT NUMBER: 7868	FEDERAL AID PROJECT NUMBER: STATE
DATE OF CONTRACT: MARCH 16, 1973	DATE WORK STARTED: APRIL 4, 1973	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 210	CALENDAR DAYS USED 213
PROJECT AUTHORIZATION $ 365223.71	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 101%
EXCLUSIVE OF ENGINEERING $ 336263.24	ENGINEERING AUTHORIZATION $ 28960.47	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 315956.00	ENGINEERING COST TO DATE $ 34797.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 94%
ESTIMATED PERCENT: OVERRUN UNDERRUN 6.0%	PERCENT OF AUTHORIZATION 120.2%	DATE PROJECT WAS COMPLETED: APRIL 22, 1974

Semi-Final submitted to Region May 24, 1974.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.23	0.23			0.23
MILES PARTIALLY COMPLETED	0.00	0.00			0.00
MILES COMPLETED	0.23	0.23			0.23
TOTAL ESTIMATED QUANTITIES (CONTRACT)	10400 CY	4000 CY			4360 TONS
TOTAL QUANTITIES CORRECTED TO DATE	8537 CY	4472 CY			3930 TONS
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	8537 CY	4472 CY			3930 TONS
AVERAGE DAILY QUANTITIES	0 CY	0 CY			0 TONS
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0 CY	0 CY			0 TONS
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	39394							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	PARTLY CLOUDY			
TUESDAY	MOSTLY CLOUDY			
WEDNESDAY	PARTLY CLOUDY			
THURSDAY	PARTLY CLOUDY			
FRIDAY	SHOWERS			
SATURDAY				

RECEIVED
MAY 28 1974
COST ACCOUNTING SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	May 19 through 25, 1974.
MONDAY	Office working on semi-final all week
TUESDAY	Hamilton Electric, Inc removed the temporary illumination poles from the project.
WEDNESDAY	
THURSDAY	
FRIDAY	Semi-Final shipped to Region.
SATURDAY	

REMARKS

Project Complete. Last Report.

SIGNED Ellis H. Jones LOCATION Eugene

Ellis H. Jones, Resident Engineer

7868

March 16, 1973

Rees Bros. Construction, Inc.
3301 Brooklake Road North
Salem, Oregon 97303

Gentlemen:

Enclosed are three copies of Contract No. 7868 awarded to you today for work on the Willamette River Overflow (Harrisburg) Bridge Section of the Albany-Junction City Highway in Linn County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped Advance Copy to be Retained by Contractor is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin March 26, 1973.

Very truly yours,

C. W. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

bs
Enclosures

bc C. T. Kenney
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. M. Veatch
Ellis Jones

RECEIVED
JAN 19 1973
FOR FILING

7868

January 17, 1973

To Oregon State Highway Commission

From F. B. Klaboe
State Highway Engineer

Subject Footpaths and Bicycle Trails
January 25 and February 22 Bid Lettings

Bids will be taken January 25 and February 22 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376 is shown for each project.

January 25 Bid Letting

1. Terrebonne-Rand Section

The Dalles-California Highway, Deschutes County

Grade, Pave & Structures Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2 (b) which states that "Footpaths and trails are not required to be established . . if . . the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

The primary purpose of this project is to provide passing lanes in four locations plus one additional left-turn refuge area, all within the existing right of way.

2. Central Business District (Corvallis) Section

Pacific Highway West, Benton County

Signals Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. City-wide Traffic Signals (Medford) Section

Various City Streets (47 Intersections), Jackson County

Grade, Pave & Signal Project

Same as No. 2

4. Willamette River-Orleans Section

Corvallis-Lebanon Highway, Linn County

Slope Protection Project

Same as No. 2

5. Redwood Highway at Lister St. (Cave Junction) Section

Redwood Highway, Josephine County

Same as No. 2

February 22 Bid Letting

1. Woodburn Interchange-Hayesville Interchange Section

Pacific Highway, Marion County

Grade, Pave, Structure, Illumination & Signing Project

Sidewalk/bicycle facilities will be provided on the freeway overcrossing structures and not along the freeway, as alternate bike routes will be available along other roadways which connect the population centers. It is felt that with the other the other available ways the cost of establishing a bike trail along the freeway would be disproportionate to the use.

This was previously on the agenda for the December 12 meeting.

2. Cape Arago Highway-Woodland Drive Section

Empire-Coos Bay Highway, Coos County

Grade, Pave & Signals (Cooperative) Project

Sidewalk/bicycle facilities will be provided on both sides of the project throughout its length.

3. U.P.R.R. O'xing, Hood River (Button) Bridge Section

FAS-349, Hood River County

Grade, Pave & Structure (Cooperative) Project

A five-foot sidewalk is provided along the length of the project.

4. NE 166th Ave-NE 190th Ave Section

FAS 730 (NE Halsey St), Multnomah County

Grade and Pave Project

Gravel footpaths and concrete sidewalks will be provided throughout the project. This was previously on the agenda for the September 19 meeting. This is a county project.

5. Willamette Overflow (Harrisburg) Bridge Section

Albany-Junction City Highway, Lane County

Structure Project

A sidewalk/bicycle facility will be provided along one side of the highway throughout the length of the project.

These matters will be on the agenda for the January 23 meeting and your approval is recommended.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
Victor D. Wolfe
J. B. Boyd
J. H. Versteeg
Gary Ross
Gary Sund

JDM:mc dpy

RECEIVED
JAN 4 - 1972
FOR FILING

7868

January 3, 1973

To Oregon State Highway Commission

From F. S. Klabee
State Highway Engineer

Subject Construction Speed Zone
Albany-Junction City Hwy.
Harrisburg & Vicinity

On February 22 bids will be opened for the Willamette Overflow (Harrisburg) Bridge Section of the Albany-Junction City Highway.

The work under this project is to replace the existing structure over the Willamette River Overflow with a new structure, plus some grading and paving. It will be necessary that a detour be constructed to operate for a period of approximately six months. The vertical and horizontal alignment of the detour will be such that speeds of Basic Rule 55 MPH will be unduly high.

It is recommended that a 35 MPH speed zone be established on that section of the Albany-Junction City Highway, No. 58, between M.P. 29.01 and M.P. 29.92, in Linn and Lane Counties. This zone is to be in effect only during the construction of the Willamette Overflow Bridge.

This matter will be on the agenda for your consideration at the meeting of January 23.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
R. L. Schroeder
E. S. Hunter
L. E. George
J. B. Boyd
Gary Ross
Gary Sund

WPJ:njc dpy

COPY FO agenda
From Cecil Head, Secretary

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

WHEREAS, the State Highway Commission has followed the procedures required in ORS Chapter 183 for the adoption, amendment or repeal of any state highway speed.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: Albany-Junction City (Linn and Lane Counties)

Highway number 58 Route number

M.P. 29.01
M.P. 29.92 ..... 35 MPH

To be in effect during the construction of the Willamette Overflow Bridge

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 625 be entered in the minutes and records of the Commission as of the 23rd day of January, 1973.

RECEIVED
DEC 21 1972
FORM E-30

7868

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE December 19, 1972

TO Mr. L. E. George
Traffic Engineer

ORIGINAL SIGNED
L. L. WALLACE

FROM L. L. Wallace
Bridge Design Engineer

SUBJECT Willamette Overflow (Harrisburg) Br. Sec.
Albany-Junction City Hwy., ORE99E
Lane County

NOTED
A. E. JOHNSON

The schedule of contracts indicates the above-named project is proposed to have bids opened February 22, 1972.

This project is to replace the existing structure over the Willamette River overflow at MP 29.72 with a new structure plus some grading and paving so that finished grade will meet that proposed when the new structure over the Willamette River is built.

The work also requires construction of a detour for traffic handling during construction of the new structure, a period of possibly six months. The detour dips into the overflow area at approximate four percent grades.

Due to traffi colume (1971 ADT of 4,200) and the somewhat awkward traffic movement to the detour and the fact that it dips out of sight, we feel that construction speed signs are not adequate.

We, therefore, request that the existing 35 MPH speed zone that terminates at MP 29.01 be temporarily extended for the duration of the above-named project to MP 29.92.

WGB:d

cc E. S. Hunter
A. E. JOhnson
W. G. Beard

RECEIVED
DEC 20 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
OCT 12 1972
FILING

Salem, Oregon

October 11, 1972

H. S. Cox
County-City Engineer

L. H. Young, Programing Engineer
Hearing Publication Map

Attached are the corridor/design hearing maps for the Willamette River (Harrisburg) Bridge Section, Albany-Junction City Highway, Lane and Linn counties. These maps have been approved by Messers Wolfe and Hunter with a tentative hearing date scheduled for April 12, 1973.

Please take the appropriate steps to prepare for this hearing.

Attach.

BG:pr

cc: Tom Edwards
P. B. Kiaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
D. H. Moehring
M. R. Mitchell
V. D. Wolfe
R. E. Royer
Frank Hall
W. H. Tebeau
R. E. Keyes
R. N. Chase
J. H. Versteeg
J. X. Wilson
J. J. Earley (25 maps)

OREGON STATE HIGHWAY DIVISION

CORRIDOR AND DESIGN HEARING MAP

WILLAMETTE RIVER (HARRISBURG) BRIDGE SEC.

ALBANY - JUNCTION CITY HIGHWAY

LANE & LINN COUNTIES

RECEIVED
OCT 5 - 1972
FORM E-20-X 12-67
FOR FILES

C-5

7868

Harrisburg

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

October 4, 1972

To: Mr. L. L. Wallace
Bridge Design Engineer

SUBJECT: Willamette River Bridge 583E
Willamette River Overflow Bridge 3939
Harrisburg-Junction City Section
Lane County

I have been advised by the Right of Way Section that there is only a difference between $18,000 and $20,000 for a 12-foot offset from the existing centerline as against a 45-foot offset. It becomes obvious that the new structure should be constructed on the 45-foot offset line.

There is going to be some conflict at the westerly end of the approach trestle. I have asked Bob Hector, Office Location Engineer, to come up with the best alignment possible from the standpoint of making the construction of the structure as easy as possible and he will be in communication with you.

Victor D. Wolfe
Location Engineer

VDW:mc

cc E. S. Hunter
W. J. Hart
R. D. Hector

NOTED
E. S. HUNTER

NOTED
E. S. HUNTER

RECEIVED
OCT 4 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
SEP 1972

4f

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

7868

M.P. 2972

DATE September 15, 1972

TO Mr. R. N. Bothman
Maintenance Engineer Attn. Jim Gix

FROM Walter J. Hart
Bridge Engineer

SUBJECT Willamette River Bridge at Harrisburg

also in M.L. 32 - Slough

An analysis of the approach spans of the subject bridge has been made using the wood boring data that you furnished. The deck has been omitted from determining the load carrying capacity of the structure. It is obvious from the borings that the deck is in need of immediate repair.

It is our recommendation that stringers with rot be either replaced or supplemented with an additional stringer of the same size.

The new AASHO specifications reduce the allowable horizontal shear stress to 85 psi from the old value of 120 psi. If the new allowable stress is used, this structure, in the repaired state, should be posted at 29 tons.

Since this structure will remain in place a short time, we feel that we are justified in using the higher allowable stress of the old specification. In so doing, we find the structure adequate for legal loads at operating stresses if the above recommendation is followed.

WJQ:dh

cc L. P. Shaw
A. E. Johnson

RECEIVED
SEP 18 1972
OFFICE OF
LLOYD P. SHAW
ASSISTANT STATE HIGHWAY ENGINEER

FORM S-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 28, 1972

To: R. N. Bothman
MAINTENANCE ENGINEER

SUBJECT: Harrisburg Bridge
Slough Bridges
Albany-Junction City Highway

The above subject bridges were discussed with Mr. F. B. Klaboe and Mr. L. P. Shaw on August 25. The following decisions were made.

Slough bridge at MP 29.72. This is the most critical structure and it was decided to attempt emergency replacement immediately. Mr. John Woods was contacted and requested to advise me as to what material was needed for the design of this 44' wide structure.

Mr. Gib Anderson is requested to accompany Region 2 personnel to the site to determine the minimum amount of work required to keep this structure in operation for approximately six months.

Approach structure at MP 29.09.. With the cost of $1,500,000 Mr. Klaboe believes that this structure must be repaired to carry traffic for two years. He will proceed with as much haste as possible on a contract starting at approximately that time.

Mr. Gib Anderson should accompany Region 2 personnel to determine what steps will be the minimum to provide for this two year service period.

Please advise the earliest possible time that Mr. Anderson could cooperate in this project in order that our materials may be placed on an immediate order to accomplish the above work.

J. B. Boyd
REGIONAL ENGINEER

JBB/jc

cc: E. S. Hunter
F. B. Klaboe
L. P. Shaw
Howard Johnson
Walt Hart

FORM E-20 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 25, 1972

To: R. N. Bothman
MAINTENANCE ENGINEER

SUBJECT: Harrisburg Bridge
Slough Bridges
Albany-Junction City Highway

On July 10 an inspection was made of the Harrisburg Bridge and the three slough bridges just south of the Harrisburg Bridge. Those inspecting were: R. N. Bothman, Maintenance Engineer; Jim Gix, Bridge Maintenance Engineer; Gib Anderson, State Bridge Superintendent; George Hopkins, Regional Maintenance Engineer; Bill Quinn and Jack Davis of the Bridge Department; and the writer.

The purpose of the inspection was to try and determine what course of action should be taken in order to safeguard the traveling public and to assess a program of action. The structure was found to be in increasingly deteriorated condition. The sidewalk from the steel truss to the farm approach was in critical condition (this has been replaced). The deck showed its general pattern of breakup which I, in the past, have believed impossible to assess without removal.

Sixteen pilings need replacing, based on approximately 50% loss; approximately 70 stringers need to be placed; and approximately 140,000 board feet of lumber needs placing on the deck. The stringers contain another 18,000 board feet. At a cost of approximately $200 per thousand, this equals approximately $32,000 in material. With the asphaltic concrete placement, this would equal nearly $40,000. With a ratio of 25% materials, 25% equipment, and 50% labor, this equals a total cost of about $160,000. These dollars are out of proportion to the value which we will receive, but it is our estimate that this is the minimum that can be done to place this structure in reasonably safe condition. The rot which is progressive in the deck system has been continuing through a period of several years. In reviewing the files, we hoped desperately in 1968 to have this structure replaced by 1970.

The first slough bridge south of the main trestle is in critical condition. Approximately 5,000 board feet need to be replaced in the deck. Crush is evident in the posts and in

some of the stringers, all indicating advanced deterioration. The main approach structure contains 39,130 square feet plus a wooden sidewalk. Replacement is estimated to cost $1,500,000.

The first slough bridge south of the main structure contains 10,260 square feet, and its replacement is estimated to cost $300,000. The two smaller slough structures at the southerly end could possibly be remodeled slightly and one even replaced with a pipe. The problem is that a choice must be made at this time as to what method to proceed with. The cost of the immediate repairs and the inability to accomplish this amount of work with our forces creates a serious situation. If my estimate of cost for labor is reasonable, there are 200 crew days necessary to accomplish the work. With about 20 days available per month, we are looking at 10 months work with one crew. With the additional duties prescribed for our crews, this is nearly impossible. I think the entire problem requires additional reviewing with possibly top administrative personnel.

Summary and Recommendation.
The south approach structure at MP 29.09 and first slough bridge at MP 29.72 are in critical condition and require major repairs totaling $200,000. New structures will cost approximately $1,800,000. I request immediate appraisal of the alternatives and a decision of which way to go. If none is made, I have no other alternative than to order materials costing $50,000 and proceed with the major repair program knowing that even this is a mere stopgap as the basic age and design is completely obsolete and will require a continuing repair program.

J. B. Boyd
REGIONAL ENGINEER

JBB/jc
Attach.

cc: F. B. Klaboe - Please destroy letter of 8-15-72.
L. P. Shaw - " " " "
Walt Hart - " " " "
Howard Johnson - " " " "

Cost Base

1665'(L)x44'(W)	= 73260 x 20	1,465,200
342'(L)x44'(W)	= 15048 x 20	300,960
	$1,465,200	
	300,960	
	$1,766,160	rounded to $1,800,000

RECEIVED
AUG 21 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 15, 1972

To: R. N. Bothman
MAINTENANCE ENGINEER

SUBJECT: Harrisburg Bridge
Slough Bridges
Albany-Junction City Hwy.

On July 10 an inspection was made of the Harrisburg Bridge and the three slough bridges just south of the Harrisburg Bridge. Those inspecting were R. N. Bothman, Maintenance Engineer; Jim Gix, Bridge Maintenance Engineer; Gib Anderson, State Bridge Superintendent; George Hopkins, Regional Maintenance Engineer; Bill Quinn and Jack Davis of the Bridge Department; and the writer. The purpose of the inspection was to try and determine what course of action should be taken in order to safeguard the traveling public and to assess a program of action. The structure was found to be in increasingly deteriorated condition. The sidewalk from the steel truss to the farm approach was in critical condition (this has been replaced). The deck showed its general pattern of breakup which I, in the past, have believed impossible to assess without removal. Sixteen pilings need replacing, based on approximately 50% loss; approximately 70 stringers need to be placed; and approximately 140,000 board feet of lumber needs placing on the deck. The stringers contain another 18,000 board feet. At a cost of approximately $200 per thousand, this equals approximately $32,000 in material. With the asphaltic concrete placement, this would equal nearly $40,000. With a ratio of 25% materials, 25% equipment, and 50% labor, this equals a total cost of about $160,000. These dollars are out of proportion to the value which we will receive, but it is our estimate that this is the minimum that can be done to place this structure in reasonably safe condition. The rot which is progressive in the deck system has been continuing through a period of several years. In reviewing the files, we hoped desperately in 1968 to have this structure replaced by 1970.

The first slough bridge south of the main trestle is in critical condition. Approximately 5,000 board feet need to be replaced in the deck. Crush is evident in the posts and in some of the stringers, all indicating advanced deterioration. The main approach structure contains 39,130 square feet + a wooden sidewalk. Replacement is estimated to cost $350,000.

NOTED
F. B. KLABOE

The first slough bridge south of the main structure contains 10,260 square feet, and its replacement is estimated to cost $30,000. The two smaller slough structures at the southerly end could possibly be remodeled slightly and one even replaced with a pipe. The problem is that a choice must be made at this time as to what method to proceed with. The cost of the immediate repairs and the inability to accomplish this amount of work with our forces creates a serious situation. If my estimate of cost for labor is reasonable, there are 200 crew days necessary to accomplish the work. With about 20 days available per month, we are looking at 10 months work with one crew. With the additional duties prescribed for our crews, this is nearly impossible. I think the entire problem requires additional reviewing with possibly top administrative personnel.

Summary and Recommendation.

The south approach structure at MP 29.09 and first slough bridge at MP 29.72 are in critical condition and require major repairs totaling $200,000. New structures will cost approximately $400,000. I request immediate appraisal of the alternatives and a decision of which way to go. If none is made, I have no other alternative than to order materials costing $50,000 and proceed with the major repair program knowing that even this is a mere stop gap as the basic age and design is completely obsolete and will require a continuing repair program.

J. B. Boyd
REGIONAL ENGINEER

JBB/jc

Attach.

cc: F. B. Klaboe
Lloyd Shaw
Walt Hart
Howard Johnson

RECEIVED
STATE HWY ENGR
AUG 17'72
REFER TO
FOR
Info | Rwes | R/D | D/R | Stan | Act | File

Form E40x

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET ..... OF ..... SHEETS

Bridge Crew

1 Foreman	$40/day	$40
1 Asst Foreman	$38/day	$38
2 HMM 4	$34/day	$68
2 HMM 3	$32/day	$64
2 HMM 2	$31/day	$62
		$272.27 = 345.44

$80,000 ÷ 345.44 = 231.58 days

RECEIVED
SEP 20 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7868

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 14, 1972

TO Executive Department
Federal Aid Coordination Unit
240 Cottage St., S.E.
Salem, Oregon 97310

District 4 Council of Governments
360 S.W. Avery Ave.,
Corvallis, Oregon 97330

Lane Council of Governments
135 - 6th Ave. East,
Eugene, Oregon 97401

FROM L. H. Young
Programing Engineer

SUBJECT Notice of Intent

In accord with Executive Memorandum 02-270-20, attached are copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District Nos. 4 & 5

Federal Aid Primary — Willamette River (Harrisburg) Bridge
Linn and Lane Counties

In order that the dates of contract letting may be met, your prompt attention to this proposal will be appreciated. The estimated date of filing for federal-aid funds on this project is October 16, 1972.

Attachment

BLG:ed

cc: G. L. Green, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. N. Chase
H. C. Johnson
J. B. Boyd
William Anhorn
J. H. Versteeg
W. J. Hart

NOTED
E. S. HUNTER

RECEIVED
SEP 20 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | 9] CARD TYPE: | Page One

02 | 12] APPLICANT: State Highway Division | 46] DIVISION: Department of Transportation [79

03 | 12] APPLICANT ADDRESS STREET: State Highway Building | 46] CITY: Salem [60 | 76] ZIP: 97310 [80

04 | 12] CONTACT PERSON: L. H. Young | 46] AREA CODE: 503 [48 | 49] PHONE: 378 [55 | 56] EXTENSION: 6563 [59

01 | 12] PROJECT TITLE: Willamette River (Harrisburg) Bridge Sec. Districts 4 & 5 [71

11 | 12] PROJECT LOCATION CITY: Albany-Jct. City Hwy., Harrisburg | 46] PROJECT LOCATION COUNTY: Linn and Lane [79

05 | 12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY): This project 1.0 mile in length involves preliminary engineering, acquisition of [71

06 | 12] right-of-way, grading, paving, structures and incidental work necessary to re- [71

07 | 12] construct the existing roadway, overflow structure M.P. 29.72 and the crossing [71

08 | 12] structure of the Willamette River at Harrisburg. The proposed roadway will have [71

09 | 12] two 12-foot travel lanes, 10-foot shoulders and 8-foot bikeway. [71

10 | 12]

12

FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
2,280,000	-	1,520,000	-	-	3,800,000

13 | 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) | 45] 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79 [71

14 | 12] FEDERAL PROGRAM TITLE: Title 23 U.S.C. Highways

15 | 12] FEDERAL AGENCY NAME: Department of Transportation | 45] 46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration [79

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE		REGIONAL		LOCAL		(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
[X] 29	☐ 30	☐ 31	☐ 32	☐ 33	☐ 34	[X] 35	☐ 36	☐ 37	[X] 38	☐ 39	[X] 40

(See IV, Page 2)

(G) ESTIMATED APPLICATION FILING DATE: | 41] MONTH: 10 [42 | 43] DAY: 16 [44 | 45] YEAR: 1972 [46

OREGON STATE HIGHWAY DIVISION

Sketch Map

WILLAMETTE RIVER (HARRISBURG) BRIDGE SEC.

ALBANY-JUNCTION CITY HIGHWAY

LANE & LINN COUNTIES

RECEIVED
SEP 1[illegible]2
FOR FILING

OREGON STATE HIGHWAY DIVISION

7868

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 11, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Finance Approval, Harrisburg Bridge**
Albany-Junction City Highway

Bridge No. 3939 which is located 0.63 mile south of the south city limit of Harrisburg at mile point 29.72 on the Albany-Junction City Highway in Lane County, has deteriorated to the point that additional major repairs cannot be justified economically.

Replacement of the existing timber structure, 342 feet long by 30 feet wide, with a new timber structure of similar length but 44 feet in width is estimated to cost $300,000. Although the structure is over a slough, it is not considered feasible to replace it with an earth fill because the area is part of the Willamette River flood plain. The 1971 average daily traffic was 4200.

I request that you approve construction of a replacement for bridge No. 3939 at an estimated cost of approximately $300,000 as a part of the State Construction program.

This item will be on the Agenda for consideration at the September 19 meeting.

bc: C. W. Head
George M. Baldwin
F. B. Klaboe
Lloyd P. Shaw
A. E. Johnson
R. N. Bothman
W. J. Hart
J. B. Boyd
L. N. Young
Ben G. Gifford
Gary Ross
Gary Sund
E. S. Hunter
F. L. Hall

LPS:ajw dps

RECEIVED
SEP 1 1972
Engineering

7868

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 8, 1972

TO Mr. Victor Wolfe
Location Engineer

FROM Walter J. Hart
Bridge Engineer

SUBJECT Willamette River (Harrisburg) Bridge
Albany-Junction City Highway
Lane County
Bridges Nos. 583 and 3939

NOTED
A. E. JOHNSON

Con 19-1 Denied.

Enclosed are prints of Drawings Nos. B517 and B518, which are proposed sections of the Harrisburg Bridge and overflow structure. This is south of the river crossing.

The section at the Harrisburg Bridge shows the proposed roadway centerline 45'-0" north (downstream) of the existing roadway centerline. This centerline to centerline distance is required to build the new river crossing structure with a 44'-0" roadway in one stage outside of the existing structure.

The section at the overflow structure shows the proposed roadway centerline 16'-0" north of the existing roadway centerline. This allows for construction of 24'-0" of roadway for temporary use of traffic while the remainder of the structure is completed. If a temporary detour completely outside the new structure is feasible, the proposed centerline can match the existing centerline.

JEB/ag

Encls.

cc A. E. Johnson
E. S. Hunter

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A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

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FILE

September 6, 1972

Willamette River Bridge
at Harrisburg
Linn County

Re: Letter from R. E. Simpson to R. L. Porter
January 13, 1971

With reference to the flood recurrence which should be used for design, the unregulated discharge for the December 1945 flood was an estimated 213,000 cfs while the unregulated discharge for the December 1964 flood was 280,000 cfs (per the Corps of Engineers September 6, 1972). Therefore, we would still retain the 1964 flood as the basis for our design flood.

That portion of the highway with the overflow structures near Lancaster has been flooded many times in past years, although not sufficiently to halt traffic every time. It has been determined that under present control on the river (1973), the frequency of recurrence for water over the highway has been estimated to be on a 25-year basis.

Richard L. Lenz
Hydraulics Engineer

NOTED
E. S. HUNTER

RLL:mc

cc Victor D. Wolfe
cc Hunter
Ward

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